ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASSESTOS ORIENTAL AGENCY.

Sole Agents for the NITED ASBESTOS CO. LIMITED, LONDON. DODWELL & CO., LIMITED, General Managers,

NEW SERIES No. 1824. 日二十月三年七十二精光

FRIDAY, MAY 10, 1901.

五拜禮

THIRTY DOLLARS PER ANNUM.

Banks.

THE JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED..... 6,000,000 RESERVE FUND '..... 8,310,000 Head Office: YOKOHAMA.

Branches and Agencies. TOKIO. NAGASAKU LONDON. LYONS. NEW YORK. SAN FRANCISCO. MONOLULU. BOMBAY. SHANGHAL TIENTSIN NEWCHWANG.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD PARRS' BANK, Ld. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH: -- INTEREST ALLOWED On Current Account at the rate of a per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

> TARO HODSUMI, Manager.

CHongkong, 17th April, 1901. THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital,.....£1,000,000 Paid up Capital£ 324,374 HEAD OFFICE:-HONGKONG.

Board of Directors :--Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. | J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLÄYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 20th December, 1899. HONGKONG AND SHANGHAD BANKING CORPORATION.

PAID-UP CAPITAL......\$10,000,000 RESERVE FUND.-- +" Sterling Reserve\$10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman. The Hon. J. J. KESWICK, Deputy Chairman. 'A.' Haupt, Esq. I N. A. Siebs, Esq. D. M. Moses, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. H. Schübart, Esq. Paul Witkowski, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

MANAGER: Shanghai-H. M. Bevis, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per-Annum. For 12 months, 4 per Cent. per Annum.

T. JACKSON,

Hongkong, 29th April, 1901. HONGKONG SAVINGS BANK.

Chief Manager.

THE Business of the above Bank is conducted bythe HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

NTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAL BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION, T. JACKSON. Chief Manager

Hongkong, 4th October, 1900.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. . Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office: -SHANGHAL . Branches and Agencies,

PEKING. CANTON. PENANG. CHEFOO. CHINKIANG. SINGAPORE. CHUNKING. TIENTSIN. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities.

Bills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months. E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :-- LONDON.

RESERVE CIABILITY OF SHARE-

I NTEREST ALLOWED on CURRENT ACCOUNT at the Rute of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

Hongkong, 16th October, 1906. GREEN ISLAND CEMENT COMPANY

LIMITED. PORTLAND CEMENT.

\$5.00 The Cask of 375 lbs. Net ex Factory. \$3.00 # Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 12th December, 1900. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

SHANGHAI Bengal S. Barcham Daylight, 11th May. Freight or Passage.

MARSEILLES) Ballaarat*...C. T. Denny, R.N.R...Noon, 11th May ... Freight or Passage. and LONDON Canton C.F. Lockstone, R.N.R. About 18th May ... Freight or Passage.

S'HAI & JAPAN ... Java 'G. W. Gordon, R.N.R... About 31st May ... Freight or Passage.

* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th May, 1901.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS: Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia,

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES. PREUSSEN.......WEDNESDAY, 29th May. HAMBURG, Hamburg-Amerika LinieTHURSDAY, 13th June. SACHSENTHURSDAY, 27th June. KIAUTSCHOU, Hamburg-Amerika LinieTHURSDAY, 17th July. BAYERN

STUTTGART......THURSDAY, 25th July.

KONIG ALBERT......THURSDAY, 22nd August.

PRINZESS IRENE.....THURSDAY, 5th September. PRINZ HEINRICH......THURSDAY, 19th September.

ON WEDNESDAY, the 15th day of May, 1901, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till NOON, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 14th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 1st May, 1901.

MELCHERS & CO.,

HONGKONG

Military Band during dinner on Saturday Nights:

Hongkong, 15th November, 1900.

Plunker's Gap, the Peak, near the Tram Terminus, Tel. 56. For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900.

6 DOZ. PINTS - - - - -

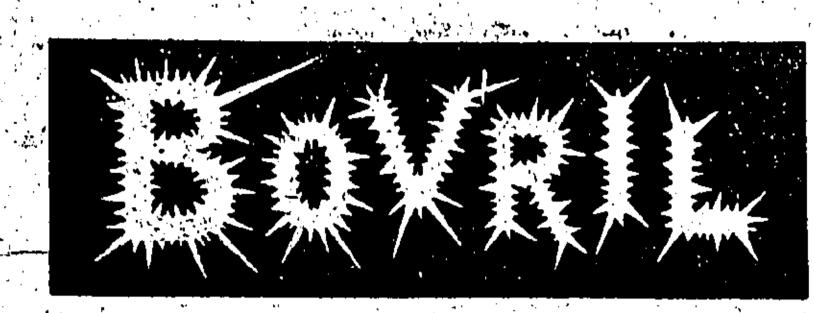
-SOLE AGENTS: H. PRICE & Co.,

Hongkong, 2nd May, 1901,

12, QUEEN'S ROAD.

Intimations.

Boyril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.



15 No. 75.

AQUARIUS.

PURE, SPARKLING, TREBLE DISTILLED, TABLE WATER.

Entirely free from all forms of Organic Contamination Mixes freely with Wines and Spirits without in any way interfering with their Character: SOLE AGENTS:

CALDBECK, MACGREGOR WINE AND SPIRIT MERCHANTS.

15. Queen's Road,

Hongkong, 6th May, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9/ Old China Street; Shanghai.

12th October, 1898.

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

N INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1000 has been declared. WARRANTS will be issued on the 1st May.

By Order of the Board. W. J. SAUNDERS,

Hongkong, 19th April, 1901. BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:-Series V'49, I to 1,000 of \$1 (One Dollar)

Series Z 49, I to 1,000 of \$1 (One Dollar) The Public are hereby CAUTIONED against purchasing or dealing in any way with such

Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same. By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE; L. BERINDOAQUE,

Acting Manager. Hongkong, 26th February, 1901. [261c] NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERN-MENT) Particulars of which may be seen at the Office of Messis. GIBB, LIVINGSTON & CO.

Hongkong, 13th February, 1901. THE BRITISH NORTH BORNEO CO

PPLICATIONS are invited for the POSITION of Superintendent of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of dimness when reading, weak eyes, the letters Testimonials to be sent to the undersigned, running together; any of these symptoms indifrom whom terms may be learnt. Appointment to be taken up as soon as possible. GIBB, LIVINGSTON & CO.,

Hongkong, 26th January, 1901.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

MONTHLY PAYMENT

REPAIRS. Our Speciality.

INSTRUMENTS.

SYSTEM.

STRINGS. U

Grand stock, reduced to clear. Hongkong, 13th March, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,

Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES. at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL).

Business hours: - 9 A.M. to 5 P.M.

GREAT proportion of cataracts and A diseases affecting those advancing in life occur to those having some deficiency in the construction of the cycs—the many years of 'Eye Strain' ending in serious forms of disease Glasses specially adapted in youth to those requiring them save and preserve the sight Constantly recurring headaches spells of cate a deficiency in the form of the eye require ing Glasses only to correct and cure.

only after testing the sight. ADVICE FREE.

Mr. LAZARUS supplies his SPECTACLE

Intimations.

CANTON LAND CO., LIMITED.

OTICE is hereby given that the follow-

. In the Name of 51- 60. ANTHONY BABINGTON, Esq.

151-160 CREASY EWENS, Esq. 182-190 FUNG SHIU SAN, Esq.

246-255 A. G. G. GORDON, Esq. ELEIZER SILAS KELLY, Esq." 10 321-330

with transfer deeds attached having been LOST New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or nego-

SHEWAN, TOMES & Co. General Managers. Hongkong, 7th May, 1901.

LIEW MUSICAL PUBLICATIONS, IN MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accpt). No. 1 ALBUM (3 Songs, English & Italian), No. 2 ALBUM (3 Songs). The LILY Waltz and ELIZA Waltz.

NEW FEATURE: Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.

444c] To be had of all Music Dealers.

WANTED

I NGLISH MINING ENGINEER and MANAGER, First Class Testimonials, Wide Experience, is shortly terminating present engagement in MALAY PENINSULA and wishes for Employment as above in JAPAN, CHINA or COREA. -Address:-

C/o Straits Times, Singapore. 30th April, 1901.

WANTED COMPETENT SHORTHAND RE

C/o This Office. Hongkong, 19th April, 1901.

Apply, stating Qualifications and Salary

Unsurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned AGENTS of the above L Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

CURRENT KATES. SIEMSSEN & Co.

For Sale.

Hongkong, 28th May, 1895.

NOW READY.

SPECIAL DESCRIPTIVE

STATISTICAL EDITION FOF THE "HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS. 'HOSE desirous of obtaining copies should order early, as only a limited number.

has been struck off and a Second Edition cannot be printed. The Special Edition will be mailed to any address on receipt of 56 cents to cover cost and Postage.

To be Net.

Hongkong, 2nd May, 1901.

TO LET. Possession April 1st.

STEWART TERRACE.

Hongkong, 6th March, 1901. TO LET.

J. W. NOBLE.

"WOODLANDS WEST," No. 9, SEY-MOUR ROAD. Apply to

Hongkong, 13th March, 1901. TO LET. NIOS. 2 and 5, RICHMOND TERRACE.

I Immediate Possession. Apply to 🐠 LAU CHU, PAK, Care of A. S. Watson & Co. Hongkong, 1st April, 1001.

TO LET.

HOUSE in RIPON TERM. HOUSES at LEIGHTAND INVEST-

THE HONGY TOOL 12 Hongkony TO LET. IN DUDDELL STREET from 1st

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st May, 1901.

HONGKONG RIFLE ASSOCIATION. SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 11th instant, commencing at 2.45 P.M. ·

RANGES.—200, 500 and 600 yards. Seven Shots and One Sighter at each Range. ALEX. MACKENZIE, Hon. Secretary.

Hongkong, 10th May, 1901.

NOTICE.

THE Undersigned, hitherto known as ELLIS KELLY, whereas my Hebrew Name is ELLIS KADOORIE, have This Day assumed this Name and shall henceforth be known as ELLIS KADOORIE.

ELLIS KADOORIE. Hongkong, 10th May, 1901.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

REGULAR MEETING of the above LODGE will be held in the FREEMA-SONS' HALL, Zetland Street; on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely, Visiting Brethren are cordially invited to attend. Hongkong, tolk May, 1901.

DOUGLAS STEAMSHIP COMPANY, " LIMITED.

FOR SWATOW. THE Company's Steamship

"THALES." Captain Robson, will be despatched for the above Port, on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, toth May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

" LOONGSANG," Captain Weigall, will be despatched as above on THURSDAY, the 16th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1901. THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship " DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on THURSDAY, the 16th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 10th May, 1901.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark | striking. and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo: From London, &c., ex. S.S. China and

Pèninsular. From Persian Gulf, ex B.I.S.N. and B. & P. S. N., Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

TI A.M., TO-DAY. Goods not cleared by the 16th instant, at 4 | the enemy everywhere fleeing before it. P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised. H. A. RITCHIE, Superintendent.

Hongkeng, 10th May, 1901. JORTHERN PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk DODWELL & Co., LIMITED, Agents.

Hongkong, 10th May, 1901.

NOW READY. ACCOUNT

AKONG FESTIVITIES THEREWINECTED · WITH A

WOODCUT OF THE "TERRY To be obtained at the OFFICE of This PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders will soon be exhausted. Hongkong, 1st June, 1900

Untimation.



LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—Thorne's Blend\$10.80 B.—GLENORCHY, BERND, a fine 'Soda' Whisky of great age... 10.80

J.—Abelour-Glenliver 12.00 D.—H.JK.D., BLEND of the . Finest Old Malt Scoren

Whiskies 14.40 Watson's Special :—

VERY OLD LIQUEUR SCOTCH

WHISKY 15.00 Of superb quality and great age -pronounced by all connoisseurs to cable is interrupted. be the Best Brand in the Far East.

proportionate whole sale rates..."

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

DEATHS.

On the 10th instant, HAROLD THORNE, At Boscombe, (Bournemouth), April 6th, W. B. ANDREWS, R.N.R., late Commodore P. & O. S. N. Co., aged 68.

At Falkland, N.B., April 7th, C. CARNIE, late of Singapore, aged 91. At Genoa, April 13th, SAMUEL WYLLYS WYLLYS-POMEROY, of Newport, Rhode Island, and Dinord, formerly of China.

(the Hongkong Welegraph)

HONGKONG, FRIDAY, MAY 10, 1901.

REUTER'S TELEGRAMS.

THE THREATENED STRIKE OF MINERS. COAL

LONDON, May 8th. The Coal Miners have decided against

BRITISH SOUTH AFRICA.

Sir Alfred Milner has left Capetown for

Colonel Plumer's column has arrived close to Pretoria, having marched unopposed from Oliphants River, through a difficult country,

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, May 8th. · CONCORDIA CUP (China Ponies).

Mr. Marius's Pandur Mr. Macpherson's Kitchener..... Mr. Jay's Dismay 3 Times, 3.26/25. SHANGHAI STAKES (China Ponies).

Mr. J. M. D.'s Touch-me-not 1 Mr. Ring's Amphion Time, 3.30. * FLEMINGTON CUP (Walers.) .

Mr. Twovees' Silver Spur Mr. Bruce Robertson's Mother Superior 2 Mr. Black's Bluebell...... 3 Time, 1.59 3/5. SCURRY STAKES (China Ponies). The Maori-Danes' Vanity Fair Mr. Buxey's Rose of the Roses 2

Messrs. Elphinstone and Macpherson's Black Pearl 3 Time, 1.53 3/5. SHANGHAI, May 9th. GREAT NORTHERN PLATE (China Ponies). Mr. G. H. Potts's Desert King 1

Messrs, Eric and Ralph's Hasdrubal 3 Time, r.56 2/5. RACE CLUB CHALLENGE CUP (China Ponies). Mr. Toeg's Conon..... Mr. Kanuck's Poronai...... 2 Mr. Henry Morriss's Snowberry 13

Time, 2.55 3/5 COMMONWEALTH STAKES (Walers). Mr. Black's Advance Times, 2.2 4/5. PARI-MUTUEL STATES (China Ponies).

Mr. Ganwal's Umpire Mr. Machherson's Kitchener Time, 3.38 4/5. * "YANGTSZE CUP (China Ponies).

Mr. Elphqatone's Merrylegs

MANCHU STAKES (China Ponics.) Mr. Macpherson's Kitchener
Mr. Buxey's Rose of the Roses

Mr. Hansa's Betha Time, 3.03/5. CONSOLATION CUP (China Ponics.) Mr. Crawford's Esperance Mr. G. H. Potts's Forest King

Times, 2.32 1/5. CHAMPION SWEEDSTAKES (China Ponics.) Mr. Duplex's The Dealer Mr. Kanuck's Ichimura 3

Time, 2 04. [The above results are published with the kind permission of the Hongkong Jockey

WEATHER REPORT.

The Observatory report says:-

On the 10th at 12.10 p.m. the barometer has risen on the E. coast of China, fallen in Formosa. The depression in the North is probably moving Eastwards in Japan. Pressure is also relatively low in the neighbourhood of Formosa. The winds will probably freshen from N.E. in the Formosa Channel. Forecast:-N. to N.E. winds, moderate; fair.

LOCAL AND GENERAL.

THE French mail of the 8th April was delivered in London on the 8th inst.

A GOOD shorthand reporter is wanted, vide. advertisement appearing elsewhere.

THE latest addition to the P. & O. fleet is the Soudan, which is being built to their orders on the Clyde, and was launched there the other

WE have received the following Express from the Manager of the Joint Telegraph Companies:-Communication with Tsingtau by

THE following deaths are announced, Mr. Casar_Celso Moreno, at Washington, U.S. from paralysis at the age of 70 years, and Capt. Small quaintities are supplied at W. B. Andrews, R.N., the commodore skipper of the P. & O. Co.

> Our Special Edition is now on sale and may be obtained on application. Price fifty cents Intending purchasers are advised to order early. See advertisement appearing eleswhere.

> THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:-

W. J. Saunders\$25 W. D. Graham..... 10 Sums under \$5...... 3

WE shall be obliged if any subscriber or receiving his paper late, or irregularly wil write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies

IN the Supreme Court case yesterday in which Mr. Samuel Meggett sued Messrs. Lane, Crawford and Co. for \$1,000 damages for alleged wrongful dismissal, Mr. J. S. Harston appearing for plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Deacon and Hastings) for the defendant firm, judgment was entered for the latter.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.:-

PROGRAMME.

" God save the King." IT may be noticed that we are publishing a

gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

hung so that it carefully cools the legal docubarristers well beyond its effective limit. The Press have nothing to complain of in this ressprinkled. Journalism may be dry work, but it is unpleasant to have it moistened in such a

THE following is what the L. & C. Express, has to say about the late Mr. G. E. Noble:-We much regret to announce the death of M:. G. E. Noble, which occurred on 10th ulto. after an illness of some duration, the actual cause of death being due to hamorrhage. Mr. Noble joined the staff of the Hongkong and Shanghai. Banking Corporation in 1868, and was manager of the Bombay branch in the late seventies. He was afterwards inspector of the bank, submanager of the head office in Hongkong, and, subsequently, for about fifteen months, chief manager in 1890-91, when he had to relinquish the post owing to ill-health. From 1893 to the end of 1897 he was one of the joint managers in London, a post-which ill-health again made it necessary for him to vacate, and he became one of the London committee, on which he was up to his death. Mr. Noble was about 55 Forbidden City. Its foreign business neighyears of age, and was one of the oldest officials | bours are certain establishments distinguished: banking, one being in the Hongkong and "The Anglo-Saxon;" "The Last Chance;" Shanghai Bank at Hongkong and the other in and a multitude of others, in German, Rrench

Ir was on the 20th of June last, says Sport & Gossip, that "Jim" Watts, as he is known by his old friends, started on that memorable ride 'to Taku, which saved Tientsin and its inhabitants. It was during the Autumn races last year that Jim Watts, in two races on Igel and three on Set was first to catch the judge's eye. It will be on 14th of this month that Jim Watts will lend to the altar the daughter of one of our best known sportsmen. Here's health to the bride and bridegroom.

EMINENT philologists and sociologists of all countries, principally, (says the Gaulois) of England, France, and Germany, are proposing international conferences for the purpose of choosing a universal language to facilitate inter national relations during the 20th century. The majority of the savants in question are, it is said, in favour of the Japanese language as the best medium, on account of the brevity of its phrases and the number of ideas which can be expressed in a few easy words. Another argument is that it is the most polite of all languages, and that it would be impossible to swear or be discourteous in Japanese.

In the case at the Shanghai Supreme Court Pickwood & Co. v. the Shanghai, Mercury the following order was made on the 15 inst.:-This case coming to be heard before this Court on the 11th day of December, 1900, the 19th day of March, 1901, and this day, the plaintiffs and the defendants by their counsels consenting to the following judgment, this Court doth order that the defendants, their agents, servants and workmen be restrained by injunction for printing, publishing, selling or delivering, or otherwise disposing of the tele grams known as Reuter's Telegrams published in the North China Daily News or any colourable imitation thereof, and that the defendants do pay to the plaintiffs their costs of suit to be taxed. The hearing fees to be paid by the plaintiffs and included in their costs.

THE absence of any statutory authority fo the bestowing of marks of special recognition upon foreigners has so far, writes a Washington correspondent, thwarted the desire of the Navy Department to give a formal testimony of American appreciation of the act of two Britisly seamen, Edward Turner, of H.M.S. Centurion, and Herbert George, of H.M.S. Orlando, in rescuing a junk-load of American and British wounded at Taku on June 22nd last. The junk broke loose from shore and drifted across the stream directly under the fire of the Chinese, who held the bank. Turner and George, at the risk of their lives, leaped from the junk and succeeded in towing the boat out of danger, although not before three of the wounded had been killed by the fire from the shore. The appreciation of this Government has been extended through the State Department, but Secretary Long believes that there should be more substantial recognition, and he is preparing a special Bill, which is to be submitted to the next Congress.

A CONTRIBUTOR to The Union (Shanghai) who

is neither an abstainer nor an advocate of total

abstinence, but who has been filled with ad-

miration at the splendid work done-in the cause

of temperance among the foreign troops in

Peking by the branch there of the Y. M. C. A. work which the contributor in question has lately had exceptional opportunities of observing-sends that journal the following interesting notes on the state of affairs at the capital. Few, who have not seen the Y. M. C. A. at work among the foreign soldiers in Peking, can realise the benignancy and value of the operations which that enterprising society is now carrying on in China's capital. The Peking branch is not a very large one, but the members of the staff are animated by enthusiasm in the cause they have at heart, and, sparing neither time nor trouble in the promotion of that cause, achieve results, which to the casual observer seem altogether out of proportion to the numerical strength of the forces which sustain it. That cause is the rescue of the soldier from the clutches of the foreign saloon-keeper and resolves itself into a competition with the vampires who have followed up the invading army, and who have been piling away the soldiers' hard won money in stacks, ever since the day when Peking was entered by the legions of the West. Where do they come from, these terrible men and women, who hover like vultures on the flanks and in the tracks of an THE Bar are done out of their fair share of the army in the field and gather plunder amid the punkah in the Supreme Court, the fan being ravages of battle? Emerging from the noisome places of the earth, they are always ments on their table but leaves the perspiring | the fore when the shock of war has past, overlooked by all in authority save the provost marshal, and despised, yet patronised by the solpect, but, whenever, it rains they are gently diers they have come to batten on. They are a motley lot and of many nations, having nothing in common save their greed and the means by which they gratify it. Levantine Jews are among them and broken bar-tenders from the western towns of the philanthropic and almighty Union; the thrifty Japanese has come to swell the muster, and the adventurer from the purlieus of Melbourne or Sydney. They are all absorbing and aggressive in their

pluck in ordinary men and women to enter the lists with them and snatch their prey from their beaks and talons. . It is amongst a colony of harpies of this desir cription that the Y.M. C. A. has taken up its quarters in Peking. The house secured for large enough for the ever increasing demands that are being made upon its hospitality. It is situated in the great street, now called Emperor Street, leading from the Railway Station past the end of Legation Street and right into the friends, by whom he was greatly respected. Front;" "The Oh Be Joyful;" "The Rag Mr. Noble has two sons engaged in Eastern. Time Rendezvous;" "Yokohama Ichiban; the Chartered Bank in Manila. and Italian, as well as in English.

business methods, and it requires no little

THE MILLS CASE.

Yesterday afternoon, after Mr. Hazeland had stated his intention of committing Mills for

to the flintsy nature of the evidence produced

by the prosecution and submitted that no case had been made out which would warrant the accused being sent for trial. He said that his client was an officer of the Sunitary Department and was empowered by law, to enter the lodging houses at all hours in search of cases of overcrowding. On the day in question he paid a surprise visit to the second floor of No. 2 George Lane on account of information received as to alleged overcrowding. Accused found on the second floor, which was licensed for the accommodation of twelve people only, no less than sixtytwo and of these about ten bolted up, the ladder to the roof. There was a great noise and cry that the Inspector was coming and a general stampede took place. The accused went up the ladder to the roof and as he South of the N. Y. K. buoy he passed. He put his head up above the man hole he saw deceased fall off the roof. He went down and found the man in a dead or dying state and immediately reported the matter at the Central Police Station. Mr. Reece submitted that doubtless the whole of the coolie class of Hongkong looked upon the Sanitary Inspectors as their natural enemies and hence this chargehad been trumped up against his client. There was nothing in the medical evidence to show that Deceased had been struck as alleged, and Mr. Reece asked that the case be dismissed or

said he would not call witnesses at the Police Gourt but his client would make a statement. Mills then was formally committed for trial and made the following statement:-

On the morning of 30th ultimo, about 5 a.m., I along with my interpreter, visited the second floor No. 2 George Lane to ascertain the alleged overcrowding. On my appearance at the top of the stairs a rush was made for the ladder leading to the roof, by which about ten persons escaped. I counted the persons in the room, which numbered fifty two. I then proceeded into the kitchen and ascended the ladder leading to the roof and heard the cry that the inspector was coming. The parties who were asleep on the roof, which numbered five, awoke and got up when I got my head and shoulders through the manhole. Then I observed the Deceased jump up, turn over and fall into the yard. I immediately went down stairs, andexamined the man, and found he was dead. at once went to the Central Police Station and | bridge. reported the matter to the Sergeant on duty asked for a dead-box and had the body removed to the Station. I then accompanied P. S. 33 to the house for investigations.

LEGAL INTELLIGENCE.

SUPREME COURT. IN ADMIRALTY JURISDICTION.

May 10th. "THE "GLENGYLE"." HANGCHOW'

COLLISION CASE. This case came on for hearing this morning so that we can check the ship's position when before Sir John Carrington, Kt., C.M.G., Chief Justice, and Commander Blackburn, R.N., and

Capt. G. C. Anderson as nautical assessors. Mr. Francis, K.C., instructed by Messrs. Johnson, Stokes and Master, appeared for the Hangehow, and Mr. E. H. Sharpe, instructed by Messrs. Deacon and Hastings, for the Glengyle. ..

The first witness examined this morning was Captain Darke, of the Glengyle.

The Witness marked as approximately as possible upon a chart the place at which the collision occurred, and also drew on the margin' the relative positions of the two vessels as they collided, showing the angle at which they

On the collision taking place the Glengyle's in or out of the Harbour in command for ten years and during that time he did not remember any material change being made in the always been anchored in that anchorage and this morning there were six ships there, between the Northern and Central Fairways. The Eastern most ship was swinging with her stern to the Westward and her bow was in a line with the China Merchants and the Southern P. and O. buoy and about half-way between the two; she was the Ferndene. There were four ships anchored in line between the N. Y. K. buoy and the point described and two to the Eastward. The Sarnia and Emma Luyken were among them. The Admiralty Sailing, Directions say that this anchorage is marked: by a line of buoys. Witness here read the passage referred to from page 89, and stated that as a stranger coming to the port this was the book that would be referred to. It was their bible, so to speak.

chart used in coming into the Harbour was

He did not know then he ceased to go to bably have hit the Glengyle all the same. They Jardine's buoys. He was not light coming in and | met at an angle of about twenty degrees. discharged a very small portion of his cargo at By Mr. Sharp, Until the second blast of the Stone-cutter's. He thought the ship was a little | whistle was given witness believed the Hangby the head. She was drawing a mean, about | chow intended to take the Northern Fairway. 21 ft. Her deep load line is about 23 ft. 2 in. The Hangehow could have taken the Northern the purpose is a good sized one, but not quite Witness didn't remember where the pilot was Fairway two minutes after the second whistle. picked up. It was before Green Island. The The Glengyle was practically stationary. For pilot directed the ship to Green Island but not a minute and a half before the collision the through the harbour. Witness was on board catastrophe was inevitable. Had the Glengyle the whole time up to the collision. He was reversed two or even three minutes earlier directed to the M. M. buoy by the wharfinger. than she did it would have presented her broad-He said the ship could either go to the buoy side to the Hangchow and she would have or anchor. There were four lines of buoys struck the Glengyke, with her stem instead of marked on the chart. Without looking at it with her bow. he could not give the limits of the southern By Commander Blackburn The Third of the bank. He was held in high esteem in by flaring signboards inscribed with devices fairway. There was no copy of the Harbour Officer keeps the scrap log and attends to the City circles, and his position brought him many such as "Chicago's Saloon;" "The Blue Regulations on board prior to the collision. telegraph on the bridge. The pilot was not He had had a copy previously. Coming in to a licensed one, there are none here. Any the Wharves the usual course was along the stray pilot might come along. Withers Northern Fairway. Witness knew the Northern took charge of the ship himself. The Fairway by experience. He did not know Hangchaw dropped ber anchors when filty to how he first got his knowledge of this fairway ha hundred feet off the Glengyld. They did not knowledge came by experience he had no appear to bring her up . She appeared to port

other knowledge than that obtained by going

through it for ten years with a pilot. A long discussion here took place regarding the marking of the fairways, which was at length brought to a close by His Lordship, Mr. Francis explaining that he wished to show Mr. Reece called His Worship's attention that Captain Darke had no other knowledge than that he had gathered from a Chinese pilot, and that he had not taken the trouble to look up the fairways as, shown in the regula-

On the examination continuing Witness stated that so far as the Northern Fairway was marked by buoys he was not in it. The ship received instructions to go to the buoy an hour before getting under way. The pilot pointed out the M. M. buoy as soon as the anchor was up. He did not require the Pilot's assistance. When the ship anchored off Stoneculter's it was after noon and low water was at three o'clock. Witness received an amended copy of the Harbour Regulations on 25th March. It was from the clerk at the Harbour office. He had not talked over the Harbour Regulations with anyone. He reported the collision to the Harbour Master but said nothing about the boundaries of the Northern Fairway. Witness could not say how far looked ahead. He entered the channel on the northern side of the buoy. He did not know the width of the channel. Coming down the anchorage witness steered as direct as possible for the buoy. The whistle was going continually to warn boats to keep clear. Witness here marked the approximate course...

The half speed of the ship is about seven knots, slow is about five knots. The engines were stopped about ten minutes before the the collision. From the N. Y. K. to the M. M. buoy is about one sea mile. At five knots the distance would be covered in twelve niinutes. On Mr. Hazeland again saying that he had There was nothing in the deck log about going decided to send the case for trial, Mr. Reece | slow. The deck log was kept in the chart room and was entered up by the officer of the watch. The Third Officer was on watch as they were going to the buoy and he was supposed to enter in his scrap log each incident as it occurred. When the officer on watch is relieved he enters up the deck log from the scrap log. Witness could not say if the times in the log were Hongkong or sea time. The scrap log should be absolutely correct. Witness himself took no notice of times, these. observations were left to the 3rd Officer. The entries in the deck log are in the 3rd Officer's writing. Witness could not explain discrepancies between the difference in times between the scrap and deck logs. The scrap log was the more correct. The Chief Officer's log book is the official log of the ship. This is made up from the deck log. It is supposed to be a clear copy unless Witness o. lers otherwise. In this instance he was ordered to enter the times as taken down by the 3rd officer on the

Capt. Darke was still under cross-examina-

He said that he took bearings when anchored at Stonecutter's and these bearings were entered in the deck log. The bearings were taken shortly after the vessel was anchored, by the compass on the bridge; they were marked on the chart. The bearings were the East and West ends of Sonecutter's and Green Island. A three point bearing is more correct than a two point and Witness preferred a three-point bearing to fix his position. He thought it advisable to take the bearings in question. Witness then showed the entry in the log of bearings taken when he anchored at Penange

By His Lordship.—These hearings are taken

at anchor to see if she drags. The witness did not dictate the entries in the Chief Officer's log. He did not know when the Chief Officer made the entries. As

a rule the log book was brought to witness every Saturday and he signed each page. The book was signed about 1st May. It is not usual to sign the log book if the vessel is in port, as a rule it is only done on the voyage. The official log was written up by Witness the day following the collision: Witness said it would be difficult to say the exact spot at which he gave the order to stop the engines. The ship was going about three knots and was stopped at about two and a half cables lengths from the buoy. The engines, were never turned after and the ship's way carried her almost up to the buoy. She might have been travelling more than three knots when the engines were stopped. Witness could not say what was the position of the Hangchow when first sighted, head had probably canted to starboard about a | She was seen about the time the engines were point. Witness would say that at the moment | stopped and about ten minutes before the impact the Glengyle was either stationary | collision. The engines were not stopped on or slightly going astern. He had been coming | account of sighting the Hangehow. The Hangchow did not appear to change her course and seemed to be heading for the Empress buoy. She did not apparently alter her speed. Witposition of the Northern Fairway nor in the ness saw that as the Hangchow passed Kowanchorage next to it. Ships had very nearly bloon point she did not go into the Northern Fairway and it struck him that if she kept on there might be risk of a collision. He did not reverse his engines then because he did not consider it was required. He knew he was required to do all in his power to avoid a collision. Witness blew his whistle and made a second blast about six minutes after. Witness blew the whistle as a question to the Hangehow as to where she was going but could not show that such a whistle was laid down by regulation; 'Had the Glengyle's engines been reversed at any time between the two blasts on the whistle the collision would still have happened. He would have collided with the Empress had he gone astern. When the second whistle was blown the Glengyle was practically just before the place of collision. Had the engines been reversed after the second whistle the ships At the request of Mr. Francis the actual had would have canted to starboard and as the vessel would not readily have gone astern, a collision might or might not have been By Mr. Francis.-Coming through the avoided. This was the opinion of witness as Harbour Witness uses no chart, but when an experienced scaman. He did not think the entering used the chart produced. Until after | collision could have been avoided so, as the the collision he had no chart of the Harbour | ship's head would have been thrown more across on a large scale. He had never had a the Hangchow's track. Witness considered special chart of the Harbour until after the that the two ships were crossing, not meeting, collision. A Chinese pilot was picked up on and it was the Hangehow's duty to keep out of coming into the Harbour. He pointed out the way. When the second whistle was blown the position of the buoy and Witness steer- a collision was inevitable if the Hangeliow ed what course he thought proper to arrive at held her course. When the collision was seen it. He was not by any means in the habit of to be inevitable the engines were put full. taking a direct line from any point he might | speed astern and were kept so until the ships be at to his buoy. During the last five years were clear, but the Empress was not fouled. in coming in he had either gone to the Stone- If the engines had been reversed two or three cutter's anchorage or the Kowloon Wharves. minutes earlier the Hangelion would most pro-

and reverse engines just before she dropped

her anchors. By Capt. Anderson. There was a strong flood tide running a little on the port bow. Had the Glengyle's way not been stopped she would have cut into the Hangehow up to

By His Lordship, Witness was in command of the ship. The pilot was only there for him to consult. The entry in the deck log saying the ship was under the pilot's orders only refers to the anchoring at Stonecutter's. From the time of leaving Stonecutter's to the time of the collision the pilot gave no orders. Before the collision the pilot bout was already out with the mooring line. The combined effects of the collision and the reversed engines probably

sent the Glengyle back 150 feet. The Court then adjourned until Monday

THE PLACUE.

Number of cases reported (Chinese 368 up till noon of the 9th Other Asiatics 4 Number of cases reported during the past 24 hours

' May, 1951 (Europeans 2 (Chinese25 Other, Asiatics o Europeans..... o

Total number of cases reported to date 399

Number of deaths reported (Chinese 344 up till noon of the 9th Other Asiatics 2 May, 1901 (Europeans 1 Number of deaths reported

Chinese18 during the past 24 hours Europeans o

We regret to learn that Mr. Thorne, of the anchorage. Hongkong Disponsary, has succumbed to the attack of plague from which he was suffering. This makes the second European death this year from plague. Mr. Thorne had not been very long in Hongkong and was only 23 years of age. He was a

Total number of deaths recorded to date 365

accorded a military funeral this afternoon by his comrades. We greatly regret to learn that Mr. Hawkes, also of the Hongkong Dispensary, who has been under observation, has developed plague symptoms. This makes the third European case this year.

member of the Volunteer Corps and was

CANTON NOTES.

(From Our Ozun Correspondent.) NEEDED REFORM.

CANTON, May 9th. Viceroy To has succeeded in introducing one change in the police department of Canton which should have a benificial effect. As is well known there is a section of the city known as the Ki Ha, and the Manchu district. Into this part of the city the soldiers of the Nam-Hoi could not go to arrest anyone charged with crime. The Ki Ha and Manchu officials had first to give their consent or make the arrest. The result has been that this part of the city has become a "City of Refuge," and many a guilty person has found protection among the Ki ha's. A proclamation has been posted giving notice that hereafter arrests may be made throughout this section by the ordinary police. The Ki Ha and Manchus will no longer be allowed special privileges in the matter of police control. As is to be expected this change meets with favour from the Cantonese. Any curtailing of the privileges of the Manchu is regarded as a step in the way of reform." THE GOVERNOR OF KWONG SAL

the allied Powers, has been appointed for crematory. At the trial Salvador was sentenced l'language. Kwong Sai. I learn also on good authority to six months' imprisonment and a fine o that the British Consul General has protested against the appointment of this man. Kwong-Sai is just putting off its anti-foreign prejudices, his bail and refused to appear. The police and it would be a pity to have a reactionist sent were ordered to rearrest him, but from last there to stir up trouble. PLÁGUE.

Notwithstanding reports to the contrary plague continues to spread in the city, and is epidemic in several parts of it. It is also spreading to the eastern part of the city. This morning several cases are reported near Yau Lan Mun.

THE CRISIS IN THE NORTH.

The Court.

SHANGHAL May 6th.

The local mandarins have received news from Hsian to the effect that preparations for the removal of the Court to Honan are being actively proceeded with, and that the Imperial he began a search, finally bringing up at a Astronomical Board has been ordered to fix upon a lucky day and hour for the commence- he examined it, he was startled to find the hides ment of the journey.

Missionary Indemnity of Chekiang. The Universal Gazette hears from Ningpothat the Chekiang missionaries have agreed to accept \$364,000 as indemnity for losses incurred by them and their converts during the riots in that province last year.

A Good Official.

The China Merchants' steamer Hsinyil took up as a passenger yesterday morning for Tientsin H.E. Hu Yii-fen, ex-Governor of Peking and ex-Director-General of Northern Railways. It will be remembered H.E. had a very narrow escape from death at the hands of the Boxers last July whilst journeying overland from Peking to this post. It is stated here that H.E. is going up to Peking at the invitation of Sir Robert Hart to assist in some important measures to be inaugurated by the latter in the near future'-N. U. D. News.

PEKING, May 3rd. Lieutenants Kirster, des Arts and von Kummer undertook a reconnoitring expedition from Kalgan into the province of Shansi, with a detachment of German cavalry, going about 60 miles beyond the border of Chihli. They returned by the way of Tatungfu and Kuangchang to the Province of Chihli. Whatever parts of Shansi they crossed they found quiet, with no trace of Chinese troops, either Imperial long in giving evidence of a mind of its own. or General Tung Fu-hsing's.

which General Frey sent some months ago as loot to the museums in France, but which lain that Boer prisoners should be sent to were given back by the French Government; Tasmania." Thus the polite Reuter. The man Varrived here and have been delivered to the in the Australasian street will probably in-Imperial Palace.

after having inspected the German garrisons simple pastoral people will shock our amiable

visit to the Ming Tombs. von Kettler, which fought the other day at the loose they would take some catching, more Great Wall with the troops of Liu Kuan-tsai, especially in the up-country districts where the suffered a great deal from the border of Shansi farmers live far apart. The Federal Cabinet, to the railway; they lost one man by sunstroke. Therefore, is acting in agreement with popular and had a number dangerously ill from the same | sentiment by objecting to the arrival of modern cause, but their wounded men arrived in good survivals of the brave old "Starlight" and condition, Ostasiatische Lloyd.

AT THE MAGISTRACY.

ROGUES AND VAGABONDS.

Wong Fat and Sha Sze were arrested at-Aberdeen by P. S. 2, Arthur Langley, in a matshed belonging to the Dairy Farm Co. They were given fourteen days' each by Mr.

TEA AND CAKES.

Hawking tea and cakes without a licence cost Fong Pak a couple of dollars.

AN OVERCROWDED LAUNCH.

Edward Johnston, P. C. 29, stopped the found 159 passengers on board. She had only a licence for 122. A fine of \$37 or a month' hard labour was imposed on the master of the

For unlawfully using their fishing junks for the carriage of cargo, the masters of three boats were fined \$10 each. . . & ...

DAMAGING A TREE.

Li Chan was found by a District Watchman damaging a tree on Crown Land. He could not pay the fine of \$3 imposed by Mr. Kemp, so went to gaol for a week.

ENDANGERING THE CABLES. For anchoring his junk too near the telegraph Cables, Chui Cheng was fined \$25 or six weeks. He paid up and will doubtless be of the opinion that the vicinity of the cables is not a safe

THEFT AT THE NAVAL YARD.

Chan Tong, a coolie, stole three brass weights from the Naval Yard. He admitted the theft and was sentenced to a month's hard labour.

BLOCKED WITH MEAT.

Lo Kin blocked the public street with his two baskets of meat. The eagle eye of Chinese Constable Ng Cheung espied him. Result, \$2 or a week.

A HARD WORKING INSPECTOR. Sanitary Inspector L. E. Brett had a large list of prosecutions down for various offences this morning. He obtained no less than 25 convictions. A good day's work for Brett.

PATE DE FOIE GRAS AT MANILA.

The Minila Times of the 4th inst. gives the come to light in connection with the recent | as acting lieutenant, to date April 10th.

\$300. Tio Keek, the leather-merchant, was under \$300 bail; but he preserred to sorfeit

reports he had not yet been captured. The case was investigated and worked up by the secret-service man at Santa Cruz station. The plan as discovered by him was that Tio Keek should pay the crematory overseer two dollars and a half for each hide with whatever perquisites pertaining thereto might be desired by the Chinaman, and that nothing should be

The immediate cause of the investigation was the death of two horses from the glanders. About eight o'clock at night, when the animals were supposed to be cremated, the secret service policeman called at the crematory to see that the task was performed properly. Certain indications aroused his suspicions that the prescribed regulations regarding the mode of cremation were not being followed, and he instituted enquiries for the deceased animals. The answers received proving unsatisfactory, quilez standing suspiciously in the road. When of the horses stuffed in the quilez. In the hides were placed sundry parts of the deceased animals, including the hearts, livers and tongues. All these organs showed signs of the ravages of the disease, the tongues being especially disfigured and swollen to twice their natural size. After further enquiry, the information was developed that these portions of diseased' and glandered meat were to be fed to the men employed by Tio Keek in his tannery in Trozo.

The health department have been notified, and it is expected that a closer watch will hereafter be kept on the disposal of the dead and diseased animals which are taken to the crem-

Doubtless incidents of a like nature are common among the Chinese and the natives, and a large portion of their food is more or less tainted and diseased. They seem to have not even rudimentary ideas of the terrible effects of diseased meat, and in some cases even prefer that which is old and foulsmelling. When, such occurrences as the present are considered, one does not have to wander far in order to form some idea as to what is largely accountable for the prevalence of plague and kindred diseases in this city, and other places in the

BY THE MAIL.

[From Home Papers.] The Australian Federal Cabinet has not been At its first sitting Mr. Barton and his colleagues The cases with Chinese antiquities and relics | came to the decision that they "were unable to recommend the suggestion of Mr. Chamberterpret them as saying, "No Boers at any Count Waldersee returned to day to Peking price." This insensibility to the merits of a at Ch'angping and Chatao; and having paid a Radicals. But the explanation is presumably to be found in the still vivid memories of the The German Brigade under Major-General bushranger times. If a band of Boers broke Chinese-22nd of 3rd moon of 127th year of Kelly, days. What a pity, though, that the

Radical papers failed to detect this morning another unmistakable "snub to Mr. Chamber-

The Amur Massacre.

General Orlov has been honoured with an "Imperial reprimand" because, instead of carrying out his instructions to kill and spare not on the Amur, he did try to spare the peace ful inhabitants. For this he has been reprimanded. It is now authoritatively known, says the Moscow correspondent of the Standard, that the responsibility for the horrible atrocities at Blagovestchensk rests with the War.Office at St. Petersburg. General Gribskiy, who carried out his orders to the letter, has not been reprimanded. He will probably be promoted. Russia, is a pleasant country. There is a ruthless unscrupulousness about her rulers. that makes one shudder at times. One isreminded of the Russian General who was ordered to stamp out the cholera in a certain district. He asked for a large sum of money; which he expended on petroleum. Then at dead of night he turned the hose on the village and burned it to the ground. Not a soul escaped, and the plague was arrested.

An Incident at the Queen's

Funeral. The story of the girl who, yielding to a humanitarian impulse, relieved a woman, who appeared to be in a fainting state, of her baby and had it left upon her hands by the disapnearance of the mother, was one of the lincidents of the Queen's funeral. Many people thought the story too good to be true. It was true, however, writes a correspondent who has since verified all the facts. The girl who had the infant foisted upon her is employed in a shop and is of extremely respectable parentage. At the time of the incident she was accompanied by a young friend. After the mother was nowhere to be found, the embarrassed young woman told her story to a policeman on the outskirts of the crowd. "I have heard that story before," he grinned in a knowing way, and refused to believe her. A visit to the police-station brought the same result—an utter disbelief of the unfortunate young woman's story. The workhouse was tried, but with no better fortune. It was six weeks before the shop-girl was able to get rid of the child which had come to her in so strange a way, and it entailed the very greatest trouble on her friends before they could induce the parochial authorities to accept the true version of the case. The next time a young woman is in a crowd and espies a woman with an infant in arms apparently about to faint, she will content herself with propping up the mother and leaving the child alone.

Admiralty Appointments.

The following appointments have been made at the Admiralty :- Deputy Inspector-General following account of how a Chinese contractor | W. B. Drew, to Hongkong Hospital, to date fed his men with the meat of glandered horses. April 11th. Sub-Lieutenant, R.N.R.-H. T. M. A startling and shocking revelation has just | Watkins, to the Ocean for 12 months' training

crematory scandal. It appears that Tio Keek, The Talbot, cruiser, was commissioned at who runs a large tannery in Tondo and Devonport on 10th inst. by Captain F. G. Stopemploys almost two hundred Chinese, has not | ford, with a crew of 437, to relieve the Bonavenonly been buying the hides of the diseased ture, Captain C. J. G. Sawle, on the China animals which are ordered to be slaughtered | Station. The Talbot will take out a new crew at the crematory, but has been securing the for the Woodlark, river service boat, Lieutenant hearts, livers, lights and tongues and other and Commander H. E. Hillman, which is to edible portions of the meat, and feeding them | be recommissioned at Shanghai.

to his men, to whom he supplies board as part | In consequence of the augmentation of the Chinese regiment, the Colonial Office has These revelations have come in connection applied for the services of a number of infantry with the trial of Gerardo Salvador, the overseer | non-commissioned officers not above the rank of the crematory, and Tio Keek. These men of colour-sergeant, for service therewith, on a were arrested a few days ago for being im- two years' engagement. The emoluments. It is reported that an anti-foreign governor, plicated in the scandal, as were also some range from £150 to £200 per annum, with £20 a man whose punishment was demanded by eleven or twelve men who worked at the per annum extra if proficient in the Chinese

The China Station.

Orders have been issued for the cruiser Eclipse, refitting at Chatham Dockyard at a cost of £19,316, to hoist the pendant on May 30 for a three years' commission on the China Station. The Eclipse returned to England a few months since from the East Indies Station, where she served a commission as flagship. She is a sister cruiser to the Isis and the Dido, which were transferred from the Mediterranean to the China Station last year, and will be recommissioned at Hong. Kong with new crews on completing the present commission.

The Admiralty have given orders for the following ships serving on the China Station to return to England during the financial year, 1901-1902, on being replaced by ships sent out to relieve them :- The first-class battleship Centurion, for seven years flagship of the Commander-in-Chief of the China Station; the firstclass battleship Barfleur, flagship of the second in command on the China Station, which was transferred from the Mediterranean to the China Station three years since; the secondclass cruisers Bonaventure and Hermione, the second-class gun vessel Linnel, and the firstclass gunboat Peacock. The third-class cruiser Marathon, which has been temporarily transferred from the East Indies to the China Station, will also return to England.

Decorations for Mr. Watts.

Referring to our remarks last week as to the British Government being unable to reward Mr. Jim Watts for his now famous ride, in the meanwhile, says the L. & C. Express, as if to heap. "coals of fire," a few days after the, answer given in the House of Commons, the Gazette notifies that: "The King has been pleased to give and grant unto James Watts, Esq., His Majesty's Royal licence and authority that he may accept and wear the Cross of Chevalier of the Royal Belgian Order of Leopold, conferred upon him by his Majesty the King of the Belgians in recognition of his active and distinguished service on the occasion of the recent siege of Tientsin." Two foreign decorations, but none from his own country.

CALENDAR.

Meteorological means based on ten years' observations to 1893. Barometer29.867

Humidity......84.0 70-DÄY, ^

WEATHER REPORT. On date at On date at 10 K.m. , 🖟 4 p.m. 🕟 Barometer..... 29.83 Humidity 82 Rainfall................ 0.02

...YAU.OT. Friday, 10th May, 1901. Kavang-su. Sun-Rises 5hr. 24min. Seis Ohr. 29min. High water-Morning 2hr. 30min.

Low water-Morning 5hr. zamin.

Afternoon Ohr. Zimin.

Afternoon Shr. pomin.

ANNIVERSARIES.

1774-Louis XV. died. 1855-H.M.S. Rattler destroyed a piratical fleet | Ching Wo, Albenga, Suchsen. ... near Hongkong. 1857-The Indian Mutiny broke out at Meerut | Tamba Maru, Freiburg.

1864—Capture of Chang-Chow by Col. Gordon and "The Ever Victorious Army." .1865-Jefferson Davis captured in Georgia. 1876—Great typhoon in Formosa; 4 ships lost. 1885—Occupation of Port Hamilton by the

1894-Hongkong declared infected with Bubonic Plague. 1898—Congress pass vote of thanks to Admiral

Dewey. U.S. torpedo boat Winslow.

engages 3 Spanish gunboats off Car-1899—The Anglo-German loan of 50 million taels for Tientsin and Chinklang Rail-

1899-Great Exhibition at Earls Court,

TO-MORROW. Saturday, 11th May, 1901. Chinese-23rd of 3rd meen of 27th year of Kavangesii. .Sun-Rises 5hr. 23min. Seis 6hr. 29min. Moon-Last Quarter tohr. 15min. a.m. High water-Morning 3kr. 29min. Afternoon 1kr. 18min. Low water - Morning 6hr. 8min.

ANNIVERSARIES. 1843-Wang-An-tung; and Hienling visited 1861-Armed attack on the offices of Messrs. Holiday, Wise & Co.

Asternoon ghr. 19min.

1866-"Black Friday"; extensive Bank failures etc. in England. 1878—Attempted assassination of the German Emperor. 1880-The Duke of Genoa arrived in Hong-

1889-Death of Father Damien. 1891—Attempted assassination of the Czarewitch in Japan. 1894—Collision between the Milke Maru and Monmouthshire near the Tungsha SULLBERG, German steamer, 782, J. Jesser

lightship. 1897—The Powers proposed mediation between Turkey and Greece. 1898—Fire at Sakai Japan, 240,000 yen damage.

1899-Wreck of the Selkirk on the Apo Shoals, Mindoro Islands. 1899-A large Meeting at Sydney support the Outlander's petition to the Queen.

AGENDA.

TO-MORROW.

Noon-P. & O. steamer Ballaarni with Mails Hoihao, French str., for Haiphong. etc. leaves for Europe. Emma Luyken, German str., for Singapore. 4 p.m.-I. C. S N. steamer Yuensang leaves for Irene, Chinese str., for Shanghai. Esmeralda, British str., for Manila.

Daylight-O. S. K. steamer Daijin Maru leaves for Coast Ports:

TUESDAY, 14th. Cargo ex Hitachi Maru subject to rent. Cargo ex Wittenberg subject to rent.

WEDNESDAY, 15th. Daylight—O. S. K. steamer Akashi Maru leaves for Coast Ports. Noon-C. P. R. steamer Empress of Japan with Mails passengers etc. leaves for May 10, Phranang, German str., for Swatow. Vancouver B.C.

Noon-N. D. L. Co.'s steamer Prinz Heinrich May 10, Germania, German str., for Hongay, leaves for Southampton. Cargo ex Hongkong Maru subject to rent.

WEDNESDAY, 22nd.

leaves for Coast Ports. SATURDAY 25th. Noon-U. S. Co.'s steamer China leaves for

San Francisco via Shanghai etc.

Daylight-O.S. K. Co.'s steamer Anping Mart

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:— May 3rd.

Mrs. A. W. N. Pope, Messrs, J. N. Darwood Mr. Dixon, chief officer of the s.s. Hankow, A. Victal, Hong Fong, R. Lyon, Miss Ames has taken command of the s.s. Sainan, on the Canton Wuchow run. Captain Lossius, of the s.s. Nanning, takes command of the Fatshan, on the Hongkong

Captain Dick, of the s.s. Fatshan, goes home

SHIPPING AND MAIL NEWS.

MAILS DUE. German (Hamburg) 14th instant. Indian (Suisang) 15th instant. American (China) 16th instant. American (Deric) 23rd instant.

The N. P. Co.'s steamer Queen Adelaide sailed from Tacoma for Japan and Hongkong on the 8th inst.

Canadian (Empress of China) 28th instant

and J. Allison. For Colombo-Mrs. Lindsay's The Austrian Lloyd's S. N. Co.'s steamer Gisela, lest Kobe via Moji for this port yesterday, the 9th inst. and Nasmyth.

"The J. M. Co.'s steamer Suisang from Cal cutta and Straits left Singapore for this port on the 8th inst., at 6 p.m.

The N. Y. K.'s steamer Awa Maru, (European Line) left Kobe via Moji for this port 8th inst, and is expected to arrive here on Wednesday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS

U.S.S. Bennington ... at Kowloon Dock. Nanchang..... Hongkong Maru..... Haiching Union Kiang Tung..... Hongkong, Meade Newark Saturn Burnside Compania de Filipina Lung Tsing Hangchow Colonies Pettiana Quarta

PASSED THE CANAL

Outward-16th April-Machaon, Achilles, India, Adriatico, Deucalion, Easingwold, Ville, d'Alger. 19th April-Bengloe, Banca, Nurnberg. 21rd April-Annam, Hamburg, Benmolir. 26th April-Wakasa Maru, Coulsdon. 30th April- G. Baggs, Sergt. E. A. Tuck, M. and Mrs. J. Prometheus, Strassburg, Auchenarden Drago- A. Verex, Major Mould, R.E., Messe. C. M. man, Heathough, 3rd May-Eynest Simons, O'Rallly and J. Fanaja

Glenlochy, Java, Maria Valerie, Laisdad, Maria, Lindenesall, Redeross. 8th May-

Thiupting.

APENRADE, German steamer, 611, Lorenzen,

ST. MARY, British steamer, 1,939, A. Scott,

BENGAL, British steamer, 2,751, S. Barcham,

BENLARIG, British steamer, 1,352, Kroble, 10th

BALLAARAT, British steamer, 2,860, C. T.

HANOI, French steamer, 768, Pannier, 10th

ETRURIA, British steamer, 1,040, H. Crockett,

DESCARTES, French cruiser, 4,00%, L. de

Saulne, 10th May, - Foochow 7th May.

THALES, British steamer, 838, A. J. Robson,

CARTHAGE, British steamer, 5,198, J. R. Len-

Government Stores.—Government.

hama-Mr. and Mrs. Creasy. From Shanghai

-- Lt. Forteath, R.I.M., and servant, Messrs. [

S. Hogen, C. C. L. Fitzwilliam, Delius, R.N.,

Standley and Chinese Asst., and one Naval

Detail. For London-Messrs. W. H. Boyd

Godwin, Ingram, Robertson, Ferrier, Misses

McQuillon, Hogg (2), Fishe, Black (2), Sand

berg, Seymour, Ferrier, Masters Fishe, H

Ferrier, Mr. and Mrs., C. F. Hogg, 3 children

and infant, Dr. and Mrs. Hogg, 1 child, 2 infts.

and amah, Mrs. Horobiu and 3 children, Mrs.

Ogren and 2 infants. For Singapore-Messrs.

A. W. Duncan, K. W. Bean, M. W. Bowen

Per: Carthage, from Calcutta-Officers H. G

Evans, R.N.R., C. E. Hudson, R.N.R., J. B.

Browning, H. W. Hunt, L. de la L. Mignos,

H. G. Richardson; Surgeon J. E. Passmore,

Per Hitachi Maru, for Japan-Viscount

Fujinami, Comdr., Kaburagi, Capt. Kurobi

Major Kan, Prof. Tachibana, Messrs. Ogawa

Per Espieralda, for Manila-Messis. I

Lyons, T. W. Coverston, M. M. Lim, Lin Chan

Hian, Ab Shamo, Geo. Lin Kee Wing, Mrs.

Rezes and servant, Mrs. F. W. Jorge, Messrs.

H. Locksmith, Antonio Ossorio and J. Isuka-

Per Bengal, for Shanghai-Messrs. F. G.

Kinsley, P. Nickolds, A. Talbot, T. S. Lowry,

Standley, Mrs. K. Wilber, Lt. Pochhamme,

Mrs. Cole, Conductor and Mrs. Mills, 2 child;

ren and 2 infants, Col.-Sergt. Jones and will

Col.-Sergt. Kelly, child and infant, Gunne Ag

U and 2 children, and Mr. Ching P. Sei.

and Chief-Engr. W. Ramsan.

toth May,-Haiphong 8th May, and Hoi-

how 9th, General.-Douglas, Lapraik &

don, 10th May.-Calcutta 29th April,

Jebsen & Go.

Melchers & Co.

P. & O. S. N. Co.

General.-A. R. Marty.

Jardine, Matheson & Co.

9th May,-Haiphong 6th May, General.-

9th May,-Taku 3rd May, Ballast.-

10th May,-Bombay 24th April, and Sin-

gapore 5th May, Mails and General,-

May, Bangkok 3rd May, Rice. Bradley

Denny, R.N.R.; toth May,-Shanghai_6thi

May, Mails and General .- P. & O. S. N.

May,-Haiphong and Hoihow 9th May,

10th May, -Canton 9th May, General, -

Captain J. R. Lendon, of the steamship Carthage, from Calcutta, reports: - Experienced Homeward-3rd May-Stentor. 8th Mayfine clear weather with smooth water.

Arrivals at Home-4th May-Juteopolis, Captain P. M. B. Lake, of the steamship Moravia, Pathan. 9th May-Ernest Simons. Hinsang, from Saigon, reports :- Light S. winds and variable, fine weather throughout.

Captain Kroble, of the steamship Benlarig, from Bangkok, reports :- Light and variable winds in Gulf, light S. winds and fine weather remainder of passage, general fine weather

SHIPPING REPORTS

Capt. A. Robson, of the steamship Thales, from Haiphong and Hoihow, reports:-Moderate S.W. winds, smooth sea, and fine weather to Heihow. Heihow to Mandarin's Cap moderate S.S.E. winds and sea, then squalls and thick weather with heavy rain, lightning and thunder till 5 a.m. this morning.

STEAMERS EXPECTED

·	'1	
Hamburg. Suisang Gisela Awa Maru China Miike Maru Doric Empress of China.	Singapore Moji Moji Japan Bombay San Francisco	May 15th May 15th May 15th May 16th May 17th May 23rd

We would direct the attention of shipping from to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respects fully arge the managers of shipping from to give orders to their clerks to furnish this office, on the forms already supplied gratic with the letest available information every day.

PROJECTED SAILINGS.

	Government Stores Government,	1 .	· · · · · · · · · · · · · · · · · · ·	
,	Kwong Sang, British steamer, 989, T. Arthur, toth May,—Canton 10th May, General.—	Ship.	Destination.	Date.
'	Jardine, Matheson & Co.			
ľ	SULLBERG, German steamer, 782, J. Jessen,	Afridi	New York	May 24th
	soth May,—Can'on soth May, General.— Siemssen & Co.	Akashi Maru	Swatow, &c	May 15th
	FUSHUN, British steamer, 1,500, W. H. Lunt,	Anping Maru	San Francisco, &c. Foochow	July 4th May 22nd
•	10th May,Canton 10th May, General	Antenor	London	May 14th
I	C. M. S. N. Co.		Marseilles, &c	
!	TAIVO MARU, Japanese str., 783, H. Bathurst,		Europe, &c Straits, &c	
	toth May,—Chnton toth May, General.— Douglas, Lapraik & Co.		San Diego, &c	
	HINSANG, British steamer, 1,758, P. M. B.		Shanghai	
	Lake, 10th May,-Saigon 6th May, Rice.		Singapore, &c Victoria, B.C.	
	—Jardine, Matheson & Co.		London	
	Clearances at the Harbour Office.	Canton	Marseilles, &c	May 18th
'	Hoihao, French str., for Haiphong.	Changelia	San Diego, &c Yokohama	May 16th
ı	Emma Luyken, German str., for Singapore.	China	San Francisco, &c.	May 25tl
	Irene, Chinese str., for Shanghai. Esmeralda, British str., for Manila.	City of Peking	San Francisco, &c.	July 13th
•	Sandakan, German str., for Sandakan.	Coptic	San Francisco, &c.	June 27th
'	Ferndene, British str., for Manifa.	Daijin Maru Diamante	Famsui	May 15th
	Taiyo Maru, Japanese str., for Chefoo.	Doric	San Francisco, &c.	June 1st
	Kongbeng, German str., for Bangkok. La Rhone, French str., for Canton.	Emp. China	Vancouver, &c	June 5th
	Kongnam, British str., for Canton.	Emp. India	* *******	June 26th
	Yuensang, British str., for Manila.	Gaelic	San Francisco, &c.	luly 22rd
	Hoi-kong, French str., for Macao.	Gisela	Singapore, &c	May 15th
,	-Obi, British str., for Moji.	Glenogle	Singapore, &c Victoria, B.C Straits, &c	June 28th
•	Departures.	Hamburg	New York	june 13th Iniv 17th
	May 10, Hoihao, French str., for Haiphong.	Hillglen	New York	June 14th
	May 10, Emma Luyken, Ger. str., for S'pore. May 10, Phranang, German str., for Swatow.	Hiroshima Maru.	Bombay	May 24th
	May 10, Tsintau, German str., for Chefoo.		San Francisco, &c. Shanghai, &c	I — — T
	May 10, Germania, German str., for Hongay,		Portland, &c	
	May 10, <i>Haimun</i> , British str., for Holhow. May 10, <i>Woosung</i> , British str., for Canton.	Kalgan	Moji	May 11th
	May 10, Chiyuen, American str., for Canton.		Sydney, &c!:	
	May 10, Esmeralda, British str., for Manila.	Kinshiu Maru	Straits, &c	May 11th
	May 10, Sandakan, German str., for Sandakan. May 10, Irene, Chinese str., for Shanghai.	König Albert	Straits, &c	Aug. 22nd
İ	May 10, Sabine Rickmers. Brit. str.; for Swatow.	Loongsang	Manua	may loth
İ	May 10, Kwongsang, Brit. str., for Taiwanfoo.	Machaon	New York London	june 30th Tune 11th
	Passengers—Arrived.	Miike Maru	Moji, &c	May 21st
	Per Bengal, for Hongkong from Bombay-		San Francisco, &c.	
	Messrs. Footung, Hugo Suter and T. Millar.	Preussen	Straits, &c	May 29th
	From London-Messrs. G. Butler, C. A. Under-	Prinzess Irene	Straits, &c.	Sept. 5th
	wood, Mr. and Mrs. Ashdown, child and infant, Capt. Richards, Messrs. R. Mitchell, A. Pattie,	Pyrrhus	Liverpool	May 10th
	A. Miller, Mrs. Knight's amah, and Miss	Rosetta Maru	Japan Straits, &c	May 24th
	Thorndick. From Marscilles-Messrs. J. H.		Havre, &c	
'	Crane, R. Shanklan and D. Macdonald. From	Stuttgart	Straits, &c	Aug. 8th
	Colombo—Rev. and Mrs. J. E. Clough and servant. From Singapore—Mrs. E. B. Bass,	Suevia	Havre, &c	May 21st
	Mrs. A. W. N. Pope, Messrs, J. N. Darwood,	Thales	Victoria, B.C Swatow	May 17th May 19th
	A. Victal, Hong Fong, R. Lyon, Miss Ames-	Ulysses	Liverpool	May 18th
	bury, and Capt. and Mrs. Tilley. From London-Mrs. Osborne and child. For Yokohama	Victoria	Victoria, B.C	May 28th
	from Marseilles—Mr., Mrs. and Miss Wiggins		Kobe & Yokohama	
	For Shanghai from London—Mrs. R. Rickett	Woosung	Havre, &c Shanghai, &c	May isth
	and children, Miss Humphrey and servant,	Wuhu	Foochow	May 14th
ļ	Messrs. M. B. Blake and Lundquist. From Marseilles—Mr. and Mrs. L. R. Wheen and		Manila	
	child, and Mr. Perlmann!			
	Per Ballaarat, for Hongkong from Yoke-	THE C	OST OF WAR.	
	hama-Mr. and Mrs. Creasy. From Shanghai I			•

From the day when Achilles fasted three days and nights over the body of Patroclus, sinin in the ten years' siego before the stout walls of Troy, have we learned of war's forrows.

The Duke of Wellington wept like a child when he surveyed the bloody, hard-won field of Waterloo. Methuen, it is said, broke down at the ghastly sight of Magersfontein, and returned to his tent that the men might not witness his grief.

"Who dead is must be buried," says Homer, and we might add, "who ill is must die," So thought Private John Smith, living now at 19, South Uxbridge Street, Burton-on-Trent! The "Aurania" steamed out to the Cape on December Ayah. For Marseilles-Messrs. Sloan, Frost, 27th, 1899, with this soldier abound her (that was before she steamed back with the gallant C.I.V.'s) and in telling me of his trials, on August 29th, 1900, Private Smith says that that part of his duty was

> ." Shortly after Earl Roberts' famous march into Kronstudt, we were stationed between that town and Jacobsdal to guard the line of communication. Towards the end of April I was laid low with that fell: disense enteric fever.

"There were hundreds of men down with it. If has hid low more men than all the shot and shell that was ever fired by Boor Artillery. For several weeks Neiyama, Mr. and Mrs. Bonsfield and child, I was in the fever hospital. My stonach was con-Messrs. Alfred Crone, T. Ike, Watanabe, Moverted into a manufactory of torturing pains and I grew as weak and helpless as a newborn babe. chizaki, Fukushima, Fujisa, Macdonald, J. G. Carter, William Stitt, M. Kukokawa, Mrs. "I was for days unconscious, but gradually reco-Chan, Mrs. P. L. Chon, Mr. and Mrs. Lor Sing

vered sufficiently to be invalided home." Yet the suffering of Private Smith was not over. "I went aboard the Hospital Ship ! Ninevel "Jd June," he says, "and shortly afterwards sailed from home. During my short stay in South Africa the over 20lbs, in weight. Nothing that I took rolling the

constant vomiting, or increased my stranger for days, "After," he says, "I had been hooff for days, my brother, who is an engine driver the Midland Railway—not of an armoured to bottle. I found it was doing me good. The miting ceased, and I was able to enjoy all king of food. My appetite is

Standley, Mrs. K. Wilber, Lt. Pochhamme, 2
Misses Gendleham and Madam Sabas.

Per Ballaaral, for Singapore—Mrs. Carlyle, and child, Mr. and Mrs. W. A. Lowne. For Penang—Mr. C. C. Fetzevilliams. For Colomband in 1800 and a growth of the stomach. I can especially recommend it to be presented in feeler health.

J. Bergendahl. For London—Sergt. Major & Mills a child.

And the here of this narrative in 1900, too. His

wak a personal cost. "Green vomit, "Charles Reade" writes, "laid her sickly hand on him." A broken man Until the kindly office of Spirol's Curative Syrup put hims on the steppingstone of Aliest

wealth," which is health - Advert.

Mails.

KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHIU MARU*F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	To-Morrow, 11th May, 4 P.M.
AWA MARU	MARSEILLES, LONDON & ANT-) WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, Daylight, 1.
MIIKE MARU	MOJI, ROBE and YOKOHAMA	A COUL
WAKASA MARU	KORE and YOKOHAMA	FRIDAY, 24th May, Daylight
ROSETTA MARU	NAGASAKI, KOBE and YOKO-	
HIROSHIMA MARU	CBOMBAY, WIN SINGAPORE and	FRIDAY, 24th May
Kasuga Maru	SYDNEY and MELBOURNE; VIA MANILA, THURSDAY ISLAND,	FRIDAY, 24th May,

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager. .

Hongkong, 6th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. HONGKÔNG MARUA (via Shanghai, Naga-Thursday, 16th May, saki, Kobe, Inland at Noon. Sca, Yokohama and Honolulu) Nippon Maru (via

Shanghai, Nagasaki, Tuesday, 11th June, Kobe, Inland Sea, at Noon. Yokohama & Hono-

AMERICA MARU (via) Shanghai, Nagasaki, Thursday, 4th July, Kobe, Inland Sea, Yokohama & Hono-

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United | conveyed direct without transhipment. States, and Europe.

LAND SEA OF JAPAN, and call at HONO- value of all Packages are required. LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, Bills of Lading. France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the NORTHERN PAGIFIC STEAMSHIP SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of, £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to THE attention of Passengers is directed to in Mexico, Central and South America, by the to the PACIFIC-COAST and to the INTERIOR Company's and connecting Steamers. rreight will be received on board until 4 and to EUROPE.

P.M. the day previous to sailing. Parcel Packages will-be received at Office until 5 P.M. same day; all Parcel Packages should be Excellent accommodation. First-class Table. marked to address in full; value of same is

Consular Invoices to accompany Cargo desfined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company. Queen's Building.

GEORGE ECKLEY, Acting Agent.

Handbook 23rd April, root F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION-MER-CHANTS, NAVAL CONTRACTORS JAND GENERAL COMMISSION

AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

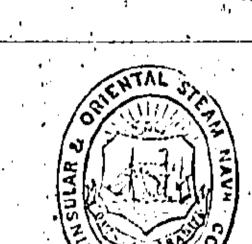
SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR Launches,

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCA WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

REASONABLE PRICES. Hongkong, 14th May, 1896,

ALWAYS IN STOCK



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS). THE Steamship 🐪 🦩

"BALLAARAT," Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON without transhipment, TO-MORROW, the 11th instant, at Noon, taking Passengers and Cargo for the

All Cargo for Marseilles and London, will be

Parcels will be received at this Office until Steamers of this line pass through the IN- P.M. the day before sailing. The Contents and

Shippers are particularly requested to note the terms and conditions of the Company's For further Particulars, apply to .

H. A. RITCHIE, Superintendent.

Hongkong, toth May, 1901

COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH COPPLIEDN DACIFIC PAILWAY CO

NORTHERN	PACIF	offic Kairway co.		
Steamers.	Tonś.	Captains.	Proposed Sailings.	
Tacoma Victoria Bracmar	3,502 3,601	W. Watt	May 28 June 7	
Glenople	3,750	W. Frakes	Hune 28	

Havana, Trinidad, and Demerara, and to ports | 1 the very cheap rates offered by this Line and EASTERN CITIES of the United States

HONGKONG TO LONDON £52.

DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily-from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent, Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on applica-

Special rates allowed to members of Government Services. For further Information as to Passage or

Freight, apply to DODWELL & Co., LIMITED, General Agents. Hongkong, 6th May, 1001.

NOTICE.

RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor the OWNERS will be RESPONSIBLE for any QEBT contracted by the Officers or the Crews. of the following Vessel during her stay in Hobskong Harbour :--ADOLPA OBRIG, American ship, Amesbury.

Standard Oil Co.

Mails.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honoluly.

PROPOSED SAILINGS	FROM HONGKONG.
	SATURDAY, 25th May, at Noon,
	SATURDAY, 1st June, at Noon,
	TUESDAY, 18th June, at Noon.
	THUISDAY, 27th June, at Noon
EKING"	
	TUESDAY, 23rd July, at Noon.
	ERING!

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCU, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-LULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States,

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to oreak their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic, lines of Steamers, and to the principal cities of the United States or Canada. Rates may

be obtained upon application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are-granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.-Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original

port of embarkation. Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction

of ten per cent from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companie, and connecting Steamers.

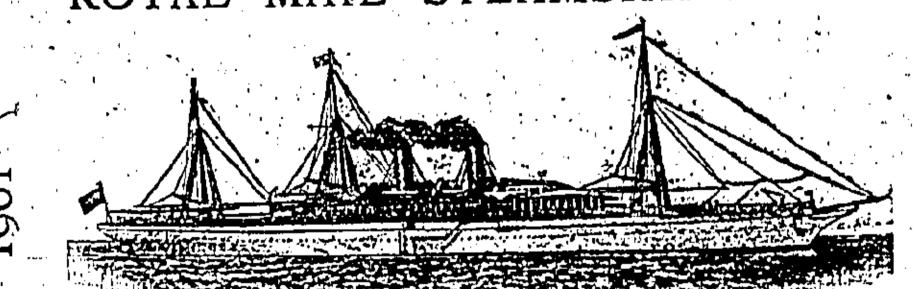
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold

or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value

is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. ... GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at Shanghai, Nagasaki, Kobe, Yokohama & Victoria, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.......WEDNESDAY, 15th May. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 5th June.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June. THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE, OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. . [3 Hongkong, 24th April, 1901.

NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK. SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

	DESTINATIONS.	SAILING DATES	
SUEVIA	HAVRE and HAMBURG.	21st May.	
Wagner	(Calling at SINGAPORE). HAVRE and HAMBURG.		er et et a
SEGOVIA	(Calling at SINGAPORE and PENANG.)	{ 31st May.	
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO)	toth June.	Freight.
Hempel	(Calling at SINGAPPRE and COLUMBO)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, .. No. 1, Queen's Buildings Shipping—Steamers.

NAVIGATION COMPANY, LIMITED.

	FOR			STEAMERS.	TO SAIL.
MOJI				"KALGAN"	11th instant.
- P. P. P.				" CHANGSHA "*	
	٠,		1	" woosung "	
гоосноw	., .,	".		" WUHU!"	t4th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Subgeon is

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

· Hongkong, 10th May, 1901

STEAMSHIP COMPANY. OCEAN OUTWARDS.

"MACHAON"14th May.

PROMETHEUS" 128th May.

HOMEWARDS. TO SAIL. 'MACHAON'tth June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above TO-MORROW, the 11th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

·For Freight, apply to JÄRDINÉ, MATHESON & Co., General Managers. Hongkong, 7th May,-1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY. Agents for and in connection with

THE OREGAN RAILROAD AND NAVIGATION COMPANY. Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (Or.,) Calling at Shanghai, Nagasaki, Moji, Kobe, and YOKOHAMA. THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (OR;) on WEDNESDAY, the 15th instant. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and

United States Points. For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO.

Hongkong, 1st May, 1901. CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. | May 16 Carlisle City... Belgian King. | 3,379 about

THE Steamship "CARLISLE CITY." will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on THURSDAY, the 16th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 9th May, *001 THE OSAKA SHOSEN KAISHA,

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship.

LIMITED.

""ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents. Hongkong, 8th May, 1901.

TO NEW YORK,

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG

For Freight and further Information, apply

DODWELL, & Co., LIMITED,

NAVIGAZIONE GENERALE ITALIANA (Floriv and Rubattino United Companies). STEAM FOR .

BOMBAY VIA SINGAPORE AND .PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

VENICE and TRIESTE, all MEDITER. RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE-LONA, VALENZA, ALICANTE, AL-MERIA and MALAGA. THE Steamship

"BISAGNO,"

Captain P. Brusaca, will be despatched as above

TO-MORROW, the 11th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK. For further Particulars regarding. Freight and Passage, apply to.

CARLOWITZ & Co., Hongkong, 10th May, 1901. [498c THE OSAKA SHOSEN KAISHA, LIMITED.

THE Company's Steamship "DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 12th instant,

FOR TAMSUI VIA SWATOW & AMOY.

at Daylight. For Freight or Passage, apply to THE MITSULBUSSAN KAISHA,

THE OSAKA SHOSEN KAISHA, LIMITED. FOR SWATOW, AMOY & TAIWANFOO.

Hongkong, 6th May, 1901.

THE Company's Steamship "AKASHI MARU," Captain K. Sudzuki, will be despatched as above

on WEDNESDAY, the 15th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 1st May, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, to South Africa, Red Sea, Black Sea,

LEVANT, VENICE and Adriatic Ports).

THE Company's Steamship Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M. For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Hongkong, 24th April, 1901.

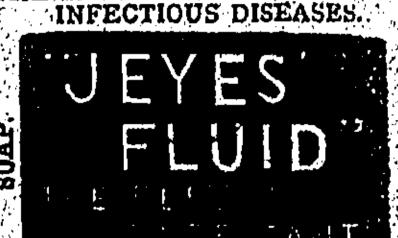
> Untimations. NEW GOODS.

PLENTY

HAND.

D. NOMA, No. 12, Beaconsfield Arcade,

Opposite the City Had. Hongkong, 30th April, 1906.



THE BEST PREVENTIVE OF ALL

W. G. HUMPHREYS & Co.,

Bank Buildings.

Walker:

Karmantz, S.,

Returned.

Brewery.

Dean Singh, I.P.C.

Fatmalee (Bombay)

Ferreira, F. X. P.

Gewanal Singh, 1.P.C.

Gulab Khan, 1.P.C.

Hand, H. J. (Manila),

Harwood, Thomas.

Hilton, St. John.

Hesa, Miss O.

turned.

Hall, J. L.

Hoashi, S.

Havnes.

andoo

Harrison, R.

Hall, Capt. F.

Johnson, C. E.

Hand, Vic. Eng.

School, Hongkong.

Hasham Alli, I.P.C.

Hodge, Ed. G., Port-

Hakan Singh, I.P.C.

Jawalla Singh, I.P.C.

land (Maine), Re-

Frampton, Mrs.

Fox, F.

Felicie, Blaz

Fosuisane, A.

Gahor Khan

Garcia, R.

Gunda Singh

Kirk, R.

Kuhn, F.

Kelton, W.

White, S.

Westrop, Miss

Wilkins, Mrs.

Walkeford, E.

Werthman, L.

Weber. Dr. E.

Welch, J.

Will, W. N.

Wake, G. E.

Walker, J. D.

Winekler, A.

Whekler, 1.

Woods & Go.

Young, W. R.

Yerex, 1, A.

Zinn, G. A.

Abda Khan, I.P.C. 798 Saleh

dale, Southport (1) Lyons & Co., J.

Whuinerah, T. C.

Khadooree, Elyezer

hamed Aldul

Mohamed Akbar

Massey-Lee, J. H.

Morris, Capt. R., R.A.

Mohamed Deen, 1.P.C.

Murad Khan I.P.C. 529

Nawab Khan, I.P.C. 637

Ota (Manila), to Omuh.

chai, Hongkong.

Ohaten, Madame

s, Praya East, Wan-

McKay, Charles

Mondha Singh,

Mohamed Shah

Mayson, William

MacVeagh, E.

Marle, Hugo

765 McNab, J.

N. C. III. 🚦

Prizis, E.

Falris, G. (Singapore). Ram Dhor Singh

To Constancio Smith Harry

Hazar Khan, I.P.C. 616 Sammel & Co.

Pederson, C.

Preston, B.

Potts, R. H.

Ryan, A.

Roselet, J.

Ross, C. H.

Rustonjee, S.

Shores, D. M.

Said Mohamed

Staden, J. T.

Strickey, J. E.

Tchervinsky

Ultam Singh

West, Mrs. M.

Yonsen, Mrs.

Yersin, E.

List of Registered Covers for Merchant

" Belgian King ... Abernethey.

China......Mr. Cooper.

Deucalion M. J. Garbutt

Emma Luyken, .. Capt. Wallis.

, HailanA. Anderson.

" IdomeneusT. Connollys.

Manuel Laguna,.E. Niclson.

.. Monmouthshire .. W. Cropley,

"RadleyJohn Mann, U.S.H.S ReliefChas. McFeely.

S.S. Saint Jerome ... Capt. A. Jones.

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S.S. Shantung miles.

Birdlime.

Chingtai.

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Gec (Major)

Gillingham.

Kamcheong.

Konguplong.

Lapraik.

Moody.

Kongyuchong.

Lichuenshang.

Quanonlong,

Quanonsung.

Siongshoochan.

Steamer Wineland.

Hongkong Station, 4th May, 1901.

Intimations.

NOW READY.

SOME SERIOUS LOCAL PROBLEMS

AND

A FEW SUGGESTION FOR DEALING

Being A LECTURE DELIVERED

BY

WITH THEM,

BEFORE

Mr. H. E. POLLOCK,

Barrister-at-Law.

To be obtained at the OFFICE of This Paper,

PRICE so CENTS,

NOTICE.

THE OFFICES of the "HONGKONG

THE ODD VOLUMES SOCIETY

PAMPHLET

Matthew, Joseph.

Cheong Seng Loong,

President R. B. Munro.

.. Monmouthshire .. Capt. J. Kennedy.

Relief J. H. McNeil.

Relief P. Schneider.

List of unclaimed Telegrams lying in the

Joint Telegraph Companies Offices

at Hongkong.

Strantzen.

Taichuen.

Teiching.

Turgens.

Yecon.

Tychongsodn.

Ying Tie Hinglung.

0208 (Swee Kes Chan)

0651,4637 (Nam Hing)

5940; (Kwong Yu Yun)

0651, 3031, (Nam Wan).

0208, (Swee Keecham)

F. VON DER PFORDTEN,

Manager in China.

Watanabe.

Thanghai.

Sunsanyuen,

ReliefJ. H. Miller.

-Sultan Mahomed

Rublee, Hon. Wm. A.

Schlichting, Mrs. (1 pcl.)

politan Dock).

Simons & Co., J. R.

Takenonchi, Miss

Veaseoy, Mrs. L.

Uttu Singh, I.P.C. 774

Vemura, G., Hongkong,

to Kawamoto, (Mani-

Van-Ness, Miss E.C. (2)

Sückermann, G.

Shi Pui Ting. (Cosmo-

Raberts, J.

Ramlall

Nogueira, M.

Montero, F. M.

·Weedon, G.

THE CHINESE INDEMNITY.

An important statement as to the attitude of our Government with regard to the indemnities to be exacted from China was made by Digest. Lord Lansdowne on 28th March. After expressing an opinion adverse to the imposing upon China of any crushing and overwhelming burden, he went on to deprecate any material addition to the Maritime Customs duties.

The Maritime Customs, he said, imposed under the Treaty of Tientsin and the earlier Treaty of Nanking, contemplated a tariff of 5 per cent,, ad valorem. I believe that these ad valorem duties have been converted, or at any rate largely converted, into specific duties, and at the present values the actual payment which is made represents not 5 per cent., but a very much smaller sum. We think clearly, therefor that the duties might be readjusted so as to produce a real 5 per cent, instead of a smaller percentage. There are also, it appears, a considerable number of articles which pass duty free and we see no reason why these should not be made subject to duty. But, my lords, when we attempt to go further, and consider whether the Customs tariff should be very largely increased in connection with the payment of the indemnities, we feel that we cannot proceed with too great caution. We have to bear in mind several considerations. In the first place we have to remember that of the whole external trade of China over 60 per cent. belongs to this country, and of the shipping which carries that trade I think 84 per cent. is British shipping. Well, it is quite clear that we were to lend ourselves to a very large increase in the Customs tariff we should, on the one hand stand to gain a few millions in the shape of an increased indemnity, but we might do so at the risk of greatly crippling and interfering with the important British commerce that is now being carried on in the Chinese Empire. That is not all, because it is also evident that largely increased Customs duties might operate as a kind of protection for Chinese influstries, and we should be face to face with rinis possibility—that new industries, using no doubt, European machinery and managed by Europeans, but employing Chinese labour, might be established under the shelter of the new tariff in China, greatly to the detriment of, and most unfairly to, our own industries here. There is a third consideration which seems to me, if possible, more important still, and it is this. In the 11th article of the joint Note it is provided that the Chinese Government is to negotiate in regard to amendments of the treaties of commerce and navigation considered useful by the Powers; and also to other subjects connected with commercial relations with the object of facilitating them. We hope that if, the time comes for giving effect to that clause we may find it possible to make alterations in our commercial relations with China which will be largely advantageous to the commerce of this country. We look forward in particular to relieving that commerce of some of those extremely irksome and corruptly administered inland duties which are familiar to your lordships under the name of likin. Now, it likin is ever to be dealt with, that will mean that you will withdraw from the provincial administrations of China the greater part of the income on which they now depend. It is the income upon which they depend, not only for their civil, but for their naval and military administration; and it will therefore be necessary to put in the place of any provincial income that is thus taken away from the provinces some other available source of revenue. And we think that if the question of the Customs tariff is ever to be taken in hand on a large scale, it should certainly be in connection with the general reform and revision of the commercial arrangements existing between us and China. There is another observation which I should like to make in passing. It is that we do not desire to take advantage of this opportunity in order to impose upon China a number of internal reforms. We do not think that that is our business.

The idea of providing for the indemnity by doubling the Maritime Customs is believed to have found favour with the Governments certain nations whose trade with China is small but for the reasons stated by Lord Lansdowne it would be a very unwise course for us to favour, and it is to be hoped that our opposition to it will prevail. But unless we are to interfere a good deal more with Chinese internal affairs than Lord Lansdowne believes to be expedient, it is difficult to see how-we are to secure that reform of internal taxation which he acknowledges to be necessary if the likin duties are to be abolished. As to that, however, we will be better able to judge when definite information is obtainable as to the new revenues it is proposed to substitute for them. —The Economist.

THE UNITED STATES AND THE DANISH WEST INDIES.

The report (denied in both Washington and | Elia, J. Copenhagen) that the United States has officially warned the Danish Government that it will not permit the transfer of the Danish West Indies to any other power-is the subjectof an aiticle in the Lotre (Hamburg). This journal disclaims any intention on the part of the German Government to acquire the Danish | Egrijas, A. West Indian possessions, and explains the Freeling, Lady origin of the persistent rumour that Germany | Fernander, V. D. wants these islands, Says the Lotze (we condense):—

The first of these attempts to draw Germany into the affair was made in the 30's, when the Mexican Government tried to play Prussia against the United States. Prussia was offered extensive territory in Texas and California. It was hoped that not only German emigrant but the Prussian Government itself would become a strong ally for Mexico against the Yankees. But | Georgeson, J. the Prussian Government had no intention of entering into so adventurous a policy, and Guttierez, L. its agent in Mexico was directed to announce that such offers were not welcome in Berlin. Shortly after this, land speculators in Texas and the Central American republics endeavoured to interest the lesser German princes, but with no satisfactory result. When Prussia emerged a victor from hor internal struggles, the was again credited with colonial plans in America. Harkens, J. In the 60's it was said that she wished to obtain | Herbinville, L. D. the island of St. Thomas, then report declared | Honey, B. it was Curacoa, then Santo Domingo, then Hardy, R. J. parts of Cuba. Prussia was always prompt | Hachez, C. W. with denials. Yet the rumours were persistent Hoag, P. V. and were made, evidently, with the idea of H. K. Amateur Photo attracting the attention of the United States. Club. Since the war with Spain, the American Hinderkoper, J. imperialists regard all the West Indies Hooley, P. F. G.
as their particular domain and want to Havermeyer, F. C.
drive all Europeans from these islands. Huby, G.
The object is to win the government and a Harrison, Mrs. P. popular majority for an aggressive policy, and, Hamilton, Mrs. H. with this end in view, Germany, now, so busy, Hallard, F. J. extending her colonial, empire, provides a Hoashi, S. handy means to incite the populace against | Harrison, R. "European interference." That Germany does Heacock, A. not really think of extending her power in the Hay, Rev. N. E. West Indies ought to be evident to every think- Hark, G. ing person. More valuable to Germany than Ingold, F. all the West Indies put together is the friend- Jones, c/o Councel.

Mr. Niels Gron, the most prominent agent of Johnson, C. E. Denmark for the sale of the islands to the Jeffries Rey, M. United States, declares (in the New York Times) Jossiano, B. that negotiations were simost concluded for the | for, A. (Sallor) transfer, for \$1,000,000, when the wat with Jenkins, C. M.

Spain began. "Then it became impossible Kirkpatrick, M. C. for the Danish Government to sell, as that Kinn, C. H. would have been a diplomatic discourtesy to Kelper, G. Spain," Translations made for The Literary | Kotewell, R. H.

FENIANISM OF THE PAST.

James Stephens, who for many years was | Kneuzle and Streiff one of the most prominent leaders of the Fenian | Kierulff, P. movement in Ireland, died on the 31st March | Kukman, G. W. ult., says Public Opinion, at Blackrock, near Knapp, Jr., W. Dublin. Stephens is credited with having Leslie, M. K. begun the famous Fenian agitation in March, Liberge, C. 1858. The son, of an auctioneer's clerk, he was born in Kilkenny in 1824. He was well Losada, Dr. educated, and whilst a young man went to Lawlor, F. B. S. Dublin, and became one of the most active | Lanuza, J. agents of the Young Ireland party. He was Lawring, C. C. wounded in the scuffle at Ballingarry in 1848, and afterwards went to France, where he ob. List of Registered Covers in Posto Restante. tained an insight into the working of Con- Ahmed Deen, LP.C. Koch, Carl tinental secret societies. He then started the Fenian agitation.

In September, 1865, Fenians were arrested Attare Khan, No. 774 Kader Hadjie Moat Manchester, and in the same month a ship Budha Khan with gunpowder was seized at Liverpool. Blank, Miss A., Arran- Kahn, R. Meanwhile the "brotherhood" in America was busy raising funds, and by October £200,000 had been raised. In November the authorities arrested Stephens, who was known as the Bova and Co., Supt. "head centre." He, however, escaped from gaol, and soon sailed for America, where he Burkeh Alli Khan, landed in May, 1866. The Habeas Corpus Act was suspended in Ireland, and there was a Bergmann, B. & R. great mass meeting at New York threatening Brimble, Capt. A. to invade Canada. A Fenian schooner, too, Brough, R. captured the British schooner Wentworth, Bortolo, B. and scuttled her. Soon after the arrival of Bobal Singh Stephens in New York, Colonel O'Niel and Brough, Mrs. R. Fenjans crossed the Niagara and invaded Clarkson, G. Canada: How the "invasion" was repelled | Chunda Singh, L.P.C. Munga Khan L.P.C. will be readily recalled. Stephens returned 585 rom America towards the end of the year, and | Clarke, J soon afterwards was denounced by General Chao, H. Y. Killen, head of the Fenian Military Depart- Darnelli, Miss F. ment, as "a cheat and a rascal." He eventually sank into obscurity, and was even allowed to return to Ireland in 1891.

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Hongkong Office. Hongkong, 4th May, 1901.

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Hongkong, 7th May, 1001. NIPPON YUSEN KAISHA.

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KOWLOON HOTEL.

Masloersky, Mr. W. von Downs, Mrs. Lottic McIntyer, Mr. Munro, Capt. Leary, Lieut. C. Noble, Miss Grace Lewis, Mr. and Mrs. Wishud, Mr. & Mrs. H. Lovell, Mr. Wittmuss, Capt.

EXCHANGE.

Hongkong, 10th May. ON LONDON, Telegraphic Transfer... 1/11 7/16 Bank Bills, on demand 1/11 Credits, 4 months' sight 1/11 15/16 D'ments, 4 months' sight 2/6:1/16 ON PARIS, Bank Bills, on demand.......2.462 Credits, 4 months' sight2.51 ON NEW YORK, Bank Bills, on demand ...47 - Credits, 30 days sight48 ON BOMBAY, Telegraphic Transfer 146 On demand147 ON SHANGHAL Telegraphic Transfer721 Private 30 days' sightnom. ON YOKOHAMA, T.T.31 % prem. Sovereigns, Bank's Buying Rate \$10.18 Gold Leaf too touch, per tael52.00 Bar Silver27,7/16 OPIUM QUOTATIONS. Hongkong, 10th May.

Old Malwa830 Persian, paper tied810

VESSELS IN PORT.

Steamers. ASTURIA, German steamer, 5,285, H. Windt, 9th May,—Manila 7th May, Coal.— Carlowitz & Co.

ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,-Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour .--

BENLOMOND, British steamer, 1,752, Wm. Hutton, 6th May,-Moji 30th April, Coal. Bradley & Co. BERGENHUS, Norwegian steamer, 2,344, F. H.

Svendsen, 9th May, -- Moji 2nd May, Coal. -Butterfield & Swite. Pictro, 5th May, Bombay 17th April, and Singapore 29th, General.—Carlowitz & Co. BURNSIDE, American steamer, 1,400, A. H.

Lafflin, 14th April,-Maulla 11th April, Cable.—Government CARLISLE CITY, British steamer, 1,894, A. L. Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, Paterson, 8th May, Moli and May, Coal and General.—Butterfield & Swire. MIGSHA, British steamer, 1,460, T. Moore, orfield & Swire.

CHARLES ROGIER, Belgian steamer, 1,291, C. Herlurth, '4th April,-Saigon oth April, Rice.-Dodwell & Co., Ld. CHINA, German steamer, 1,113, P. Voss, 6th

May,—Newchwang 28th April, and Chefoo 30th, General.—E. A. Trading Co. CHOWFA, German steamer, 1,055, A. Musing, oth May,-Bangkok and May, and Swatow 8th, Toakwood and Rice.—Butterfield &

6th May,-New York 6th Mar., Case Oil. -Order. DAIJIN MARU, Japanese steamer, 950, T. Ogata, 8th May,—Swatow 7th May, General.-Mitsui Bussan Kaisha.

DR. HANS JERG KIER, Norwegian steamer, H. Larsen, 691, 8th May,-Newchwang 30th April, Beans.-Wun Tai. EMPRESS OF JAPAN, British steamer, 5,904,

H. Pybus, R.N.R., 7th May,-Vancouver, B.C. 15th April, and Shanghai 4th May, Mails and General.—C. P. R. Co. HAICHING, British steamer, 1,267, T. P. Hall, 9th May,-Tamsui via Amoy and Swatow

8th May, General.—Douglas, Lapraik & HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.,-Shanghai 18th Mar., General. -Butterfield & Swire.

HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 9th May,—Kutchinotzu 4th May, Coal.—Mitsui Bussan Kaisha. HONGKONG, French steamer, 735, Pannier, 20th April,—Haiphong and Holhow 19th

April, General.—A. R. Marty. Hongkong Maru, Japanese steamer, 6,159 W. E. Filmer, 7th May,-San Francisco 9th April, via Honolulu 16th, Yokohama 20th, Kobe 30th, Nagasaki 2nd May, and Shanghai 4th, Mails and General .-- J. S. Van Buren.

Jacob Diederichsen, German steamer, 623 A. Ricke, 9th May, -- Pakhoi 6th May, and Hoihow 8th, Sugar and General.—Jebsen

KINSHIU MARU, Japanese steamer, 2,389, F Hoton, 2nd May,-Moji 28th April, General.—Nippon Yusen Kaisha. KONG BENG, German steamer, 862, C. Fuchs,

5th May;—Bangkok 29th April, General.— Butterfield & Swire. MACDUFF, British steamer, 1,882, R. Glegg, 8th May,-Moji 2nd May, Coal.-Dodwel

& Co., Ld. MAUSANG, British steamer, 1,614, Walsh, 8th May,-Sandakan 2nd May, Timber.-Jardine, Matheson & Co. MEADE, American transport, 5,526, G. W.

Wilson, 26th April, - Manila 23rd April. MENBERG, German steamer, 3,600, R. Hunger, 7th May,-Singapore 1st May, General.-Siemssen & Co. NANCHANG, British steamer, 1,062, Finlayson, 24th April,-Saigon 20th April, Rice and

General.—Butterfield & Swire. OBI, British steamer, 1,951, R. Pinkham, 7th May, -Moji 1st May, Coal. -Mitsui Bussan

PETRIANA, British steamer, 1,140, Snope, 25th Mar.,—Belik, (Papan) 19th Mar., Kerosine. -Arnhold, Karberg & Co. POMPEY, American steamer, 785, J. H. Serivener, 21st Mar.,-Manila 18th Mar., Coal.

-U. S. Navy. Pyrrhus, British steamer, 2,281, J. W. Walker, .5th May,-Moji 30th April, Coal and General. -Butterfield & Swire.

QUARTA, German steamer, 1,146, H. Johansen, 7th May,-Manila 4th May, Ballast.-Sander, Wieler & Co. RANZA, British steamer, 3,434, Geo. H. Arnot,

9th May,—New York 12th Mar., Case Oil.—Standard Oil Co. SARNIA, German steamer, 2,052, Paeter, 8th May,—Saigon 4th May, Rice.—Siemssen

SIMONGAN, Dutch steamer, 1,818, Sandman 17th April,-Samarang and Saigon 29th March, Sugar.-Yuen Fat Hong.

UMTA, British transport, 3,450, R. W. Gimblett, 8th May,-Calcutta 26th April, Ballast.-Admiralty. Yuensang, British steamer, 1,128, P. H. Rolfe,

·R.N.R., 7th May,-Manila 4th May, General.—Jardne, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec .- New York and June, and Chefoo 12th Dec., Oil. Standard Oil Co. DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,-New York 29th June, Kerosine Oil.

-Standard Oil Co. FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.-Government.

LARGO BAY, British ship, 1,178, F. Adams, 7th April,-Nagagasaki ist April, Ballast.-Sander, Wieler & Co. LOUISE J. KENNY, American schooner, 155, A.

H. Olsen, 30th Mar.,-Ponape and Caroline Island 11th Mar., Copra,-Master. Luzon, American 4-masted schooner, 512. Aderson, 31st Mar.,-Port Townsend 28th

Dec., General.-Holliday, Wise & Co. MADAGASCAR, British 4-masted barque, 1,997, . A. H. Smith, 4th Mar.,-from New York, Oil.—Standard Oil Co. MERCURY, German schooner, 52, Warnes, 23rd Feb., -Yap 9th Feb., Ballast. -Siemssen

OBE, British schooner, 1,951, R. Pinkham oth April,-Cardiff 23rd Feb., Patent Fuel.-PRESIDENT, British bark, 766, R. B. Munro,

3rd April,-Rajang 8th Feb., Timber.-Ping On Co. SEA WITCH, American ship, 1,172, Howes, 21st Feb. -- Manila 18th Feb., Ballast --- Master. IMEIRA, British 4-masted bark, 2,233, D. S.

Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order. HIS BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION.

Hongkong, May 10th, 1901. Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock,

Shanghai. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong. Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, en route

freonaut, 1st-class cruiser, 11,000 tons, 16,500 Astraa, British 2nd-class cruiser, 4,300 tons, Mandjour, Russian cruiser, 1,213 tons, twin

7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai. Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p.,

12 guns, Capt. E. H. Bayly, C.B., Foochow. guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki. Blenkeim, 1st-class criuser, 9,000 tons, 12 guns,

21,411 i.h.p., Capt. Henderson, C.M.C., BISAGNO, Italian steamer, 1,500, Brusaca Bonaventure, and class cruiser, 3,000 tons, 18 guns, 9,000 j.h.p., Capt. C. J. G. Sawle, Polislava, Russian battleship, 10,960 tons,

Bramble, 1st-class, gunboat, 710 tons, 1,300 Leake, Amov.

Wrey, Bart., Shanghai. lh.p., 6 guns, Lieut.-Comdr. E. A. Baird,

guns, good h.p., Capt. J. R. Jellicoc, R.N.,

Hongkong. Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com, C. Winnington-Ingram, Shanghai. 9,600 i.h.p., Capt. Tillard, Shanghal.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Esk, coast defence gunboat, 363 tons, 3 guns,

200 i.h.p., Lieut. Comdr. F. Blunt, Chin-Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve."... Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Canton. Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Hongkong. Goliath, 1st-classbattleship, 12,950 tons, 16 guns,

13,500 i.h.p., Capt. L. Wintz, en route

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 260

tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy. Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming,

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai. Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-

Janus, torpedo-boat destroyer, in reserve. Linnel, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W.

Smythe, Singapore. Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson,

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-Otter, torpedo-boat destroyer, Lieut, and Coni.

C. P. Mansel, Shanghai. Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Sipore. Pique, twin scrow, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns," 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett,

Shanghai. Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River. Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p..

Com. C. Hamilton, en route Singapore. Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p.,

Lieut, and Commander Oldham, Yangtsze. Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong. Taku, torprdo-boat destroyer, 250 tons, Lieut.

Corndr. C. P. Beaty-Pownall, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 tons, 30

guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut. Comdr. Lyne, Manila. Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivers, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, river-gunboat, 2 guns, 560 i.h.p.,

Lieut. Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.b.p., Lieut.:Comdr. H. E. Hillman, Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. Andrew, Hongkong. Asperse, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai, Holland, Dutch cruiser, 8 guns, 3,900 tons

9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian eruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M.V. Elisenan, Shanghai. Koningin Wilhelmina der Nederlanden, Dutch

cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns

5,900 tons, 19,755 i.li.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons 2017e, Portuguese gunboat, 600 tons, Captain

Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

POREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Equadron. Admiral Korhiloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p. Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser,

28 guns, 9,000 tons, 8,000 i.h.p., Capti ----Vserolojsky, at Tientsin. Aleout, Russian gunbont, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons,

13 guns, 1,150 h.p., Captain Dobrovolsky, Dimited Donskoy, Russian armoured cruiser;

.5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff. at Taku.

Gremiastchy, Russian armoured cruisor, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki. Navarin, Russian battleship, 10,000, tons, 10 guns, 9,000 h.p. Capt, Yonish, at Nagasaki. Barfleur, 1st-class battleship, 13,000 tons, 14 Nayendnik, Russiah cruisor, 1,134 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvassy, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

11,255 i.h.p., 16 guns, Capt. Orgeroff, at ~ Nagasaki. i.h.p., 6 guns, Liquit and Comdr. F. M. Rossia, Russian armourd cruiser, 12,200 tons, / 22 guns, 14,500 h.p., Capt. Domojiroff, at

Nagasaki. 5,600 i.h.p., Commander Sir Bourchier Rosbaynsk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore. Biftomart, 1st-class gunboat, 710 tons, 1,300 Rurik,! Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 gnns, Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. 13,500 h.p., Capt. Haupt, at Port Arthur,

Centurion, 1st-class battleship, 10,500 tons, 14 | Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at

Silateh, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Dido, and-class cruiser, 5,600 tons, 11. guns, Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p. Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin

screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Sweaberg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed

10.7 knots. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki,

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai. Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons 4 guns,

1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, r gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Skat, Russian torpedo boat, 350 tons, Captain

Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots Sootchena, Russian torpedo boat, 87 tons, 4 guns,

970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt...A. Giers, at Shanghai. Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.) ...

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo bont, 140 tons, 4 guns, 1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff. † Flagship of Rear-Admiral Recunque. THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hong-Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. * Fürst Bismarck, German flagship, 11,000

tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, to guns, 9,000 h.p., Capt, Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku. *** Hansa, German cruiser, 6,800 tons, 30

guns, Capi. Paschen, at Hongkong. Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosungerstand Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai. 2,930 h.p., Capt. Stein, at 'Nagasaki'. Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy. Hoistong, Chinese steamer, 400 tons, Captain ** Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung. Lucks, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boemer, at Hankow. Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy. " Tiger, German gunboat, 900 tons, to guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy. -Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai. No. or, German torpedo-boat, 300 tons, Capt. Lieut. Püllen, at Hongkong. No. 92, German torpedo-boat, 320 tons. Capt.

Fluinrich, at Shanghai. * Flagship of His Excellency Vice-Admiral ** Flagship of Rear-Admiral Geissler.

*** Flagship, Rear-Admiral Kirchhoff. THE FRENCH SQUADRON. Alonette, gunboat, 200 tons, Lieut.-Comdr.

Belloy, at Nagasaki. Amiral Charner, 2nd-class cruiser, 4,750'tons, Capt. Baëhine, Japan. Bengali, and class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki. Chasseloup Laubat, and class cruiser, 4,000

tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow. Comate, gunboat, 600 tons, Capt. Louel, at

Decidee, gunboat, 690 tons, Capt. Maresubette, * D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, and class protected cruiser, 4,000 tons, 36 guns 631, i.h.p., Captain Saulne, at Eure, Dispatch-transport, Capt. Vallee, at Friant, gunboat, 693 tons, Capt. Adam, at

... Shanghal

Guicken, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku. Kersaini, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du

Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku. Pascal, and-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at

Styx, 3rd-class cruiser, 1,800 tons, Captain Vincent, at Hongkong. Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku. Takory, torpedo-boat destroyer, 280 tons, Comission Boussady, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Szigon. * Flagship of Vice-Admiral Course olles. THE AMERICAN SQUADRON.

Craig, at Manila

Bennington, U.S. gunboat, 1,710 tons, 6 guns. 3,436 h.p., Comdr. C. H. Arnold, at Hong-

Brooklyn, Flagship, U.S. cruiser, 9,215 tons. Capt. C. M. Thomas, Shanghai.

Callac, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai, Celtic, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luson, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Canton. Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Mariella, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns,

850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S., double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong. Nanshan, U.S. collier, Ensign F. E. Ridgely,

at Hongkong. Nashville, U.S. cruiser, Comdr. R. P. Rogers, Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-

Calla, at Hongkong. New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,280 tons,

16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunbont, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Saturn, U.S. collier, 1,817 tons, Capt. J. H. Potter, at Hongkong.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila. Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L.

THE ITALIAN SQUADRON. Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Hongkong. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

A. Cotten, at Hongkong.

Fiermosca, Italian cruiser, Capt. Conlo Negri, Shanghai. Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, en route Home. Vetter Pisani, Italian cruiser, 6,700 tons, Capt.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steamboat

Irene, German cruiser, 4,200 tons, 8 guns, Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,252, C. V. Lloyd,-

Butterfield & Swire.

——,—Chi Wo & Co. Tai-on, British steamer, 728, J. Lawrence, -Tai On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S.

Kong Nam, British steamer, T. Austin, R.N.R., -Chinese Owned. Hongkong and Mucao.

Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macau Steamboat Co. Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,-Hongkong, Cunton and Macao Steamboni Co. langtung, Chinese steamer, 383, R. J. Mackenzie, - China Merchant Steam Naviga-

tion Co. Canton and West River. Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam-

City of Whampon, Chinese steamer, 40,-Ah

Sun Chow, Chinese steamer,-Ah Yon. Hongkong and West River. Salkong, British steamer, 259, D. Bowle,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wah S.S.

Kwai Lum, British steamer, - Kai Hing & Co. Lil. American lorcha. Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.; —J. M. & Co. and B. & S.

Lorchus and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing 330st Office

A Mail will close :-

For Canton-Per Hankow, to-morrow, the ith instant, at 7.30 A.M. For Singapore, Penang and Bombay-Per Bisagno, to-morrow, the 11th inst., at 10 A.M. For Moji-Per Kalgan, to-morrow, the 11th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin-Per. Ballaarat, to morrow, the 11th inst., at 11 A.M. For Macao Per Heungshan, to-morrow, the 11th instant, at 1.15 P.M. For Shanghai, Moji, Kobe, Yokohama,

Victoria, (B.C.) and Seattle, (U.S.A.)-Per' Kinshiu Maru, to-morrow, the 11th instant, at For Manila-Per Yuensang, to-morrow, the 11th instant, at 4 P.M.

For Chefoo and Newchwang-Per Sullberg. to-morrow, the 11th instant, at 4 P.M. For Swatow-Per Thales, to morrow, the 11th instant, at 5 P.M. For Hongay-Per Elruria, to-morrow, the

11th instant, at 5 P.M.

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